Cape Colony TO-DAY.

ILLUSTRATED.

CAPE COLONY TO-DAY.

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UNDER AUTHORITY OF THE CAPE GOVERNMENT RAILWAY DEPARTMENT.

ILLUSTRATED.

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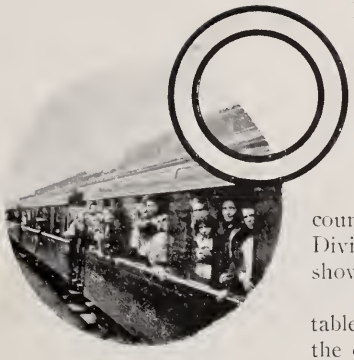
PREFACE.



RDINARY Official Hand-books are often of the dry-as-dust order and do not always attract many readers. The lucky compiler, who goes forth as an unofficial traveller and tells his tale of the road in the unconventional language of travel and adventure, may probably have a better reception.

The United Kingdom is divided into counties. In Cape Colony the Fiscal and Electoral Divisions (impinging naturally upon one another) shown in this book answer the same purpose.

In delineating rural Cape Colony it is inevitable that there should arise the contrast between the quiet budding life of a new country and the ancient bustling places of the earth where people crowd and jostle each other in a daily battle for existence.

The observant traveller will mark the signs that indicate the watchful complacency of the Colonial husbandman preparing for and awaiting the approach of the moment in his national life that shall find him on a par with his competitors in the markets of the world.

In comparison with the population of some other British over-sea Colonies, the white population of Cape Colony is small, nevertheless proportionally her place as a producer is not far, if at all, behind. The "Typical Returns" referred to at the foot of each Division are annual returns and have been principally extracted from the last published official records of the Colony. In many instances they reveal wonderful growth. Less than a decade back, less in many cases than five years previously, many of those products for which some places have become noted, were not recorded at all, and, taking a series of years, it is found that there is a steady general annual increase owing largely to the irresistible natural expansion of an essentially agricultural country. The annual increase in some of the most important products may be estimated at from five to ten per cent. and, allowing the most ample margin, it is safe to forecast Cape Colony's agricultural products ten years hence, with but normal exertion, at double their present value. With an expansion of policy that would make for closer settlement she would leap instantly into prominence as a successful rival of Australian States who are many thousands of miles more distant from Covent Garden than Cape Colony.

In any event, for the mother of South African States, prosperity, established on the grasses of veld and vlei and the greater vegetation of woods and orchards, is guaranteed by nature, and in the peace and serenity of her rural domains her

people labour in the joy of past success and the sure and certain hope of the future. They cast no envious eye on the mining camps of their neighbours; mines may come and mines may go, but for this premier agricultural State the sowing, the reaping and the ingathering will continue for ever.

Federation is discussed by precocious Colonial laddies fresh from school; debated by grown-uppers wherever they meet; appears in large head-lines in the cable columns of the newspapers and is written hotly in their leading articles, while the music of its theme vibrates through the land from far Salisbury to the Pietermaritzburg, Pretoria, Bloemfontein and Cape Parliamentary lobbies and city rendezvous. Caught by the fashion of the hour and led by the spirit of prophecy we began to tip the site of the future Federal Capital, but after leaving Worcester we found so many equally eligible places that, on arriving at Fourteen Streams, not at all an unlikely position, we had ceased to prophesy.

The excellent climatic conditions of the Colony render it an ideal health resort. Like the other South African States there is a remarkable absence of epidemic disorders, and the great improvements in sanitation that have been effected in all the large towns in recent years have probably secured permanent immunity from all but the occasional minor ills to which flesh is heir at home and abroad. Even our energetic but harmless little friend mosquito has been gradually relegated to the narrow limits of old-fashioned corner places. Hence it will be understood that our notes on the development of Africa have the widest application. For instance, as is well known, the curious sleeping sickness is not a South African malady, but is confined to a portion of the native population in distant Central Africa where it is, we believe, more remarkable for its mysterious nature than anything else.

There are no greater lovers of true manly sport than the people of Cape Colony. This is a truism that needs no elaboration in these pages for the doings of Colonial athletes at home and abroad are well chronicled in the world's press of to-day.

For many years in the past, Colonial empire workers have written for the needs of the times in connection with special topics of Colonial interest. The burning moment has passed away; a new generation has grown up and the book of the hour has become a classic, to be found in all the great libraries of the world. It might be thought that such books lie idly on the shelves. They do not. The librarians of the British Museum, the editors of great newspapers and the statesmen and litterateurs of to-day tell us that. Like the bee who fills his sac with the nectar of many choice flowers, the makers of books dip into these literary, topographical and economic treasures for the enrichment and adornment of their own works. Thus the writings of our illustrious forbears grace the current literature of to-day, and in a way that was probably wholly unexpected by them, their past works have become perennially contemporaneous.

We gratefully acknowledge a few similar "dips" for the concluding portion of this book. No trouble has been spared to illustrate the principal towns, villages and districts, and in order to do so hundreds of magnificent photographs have been taken and grouped into small compass. Thanks are tendered to many friends for photographs and material, including Mr. W. Hammond Tooke's Notes on the Native Tribes, Mr. A. G. Howard's Heaths and Orchids, Mr. Ravenscroft's Graphic Hot Springs, and Mr. I. A. Bannerman's art work.

For whatever imperfections may be found in this compilation we ask indulgence in connection with our attempt to say more of a great Colony than perhaps comes within the compass of a small book.

We were attended on the foregoing Tours by an intelligent Kaffir youth, Mokoi, known among his friends as Mackay, and a camera which is alluded to occasionally as Washington for its absolute truthfulness. There are plenty of Mokois who, although Kaffirs, speak English and Dutch well enough to be very useful to the traveller. Whenever practicable, we would recommend the photographic tourist to engage a similar boy with just such a woolly head, happy, smiling, twinkling eyes, and shining rows of pearly teeth, as the Mokoi of our book. It will not be necessary to engage him for a whole tour. There are many towns where a boy can be engaged for a local tour, and this would often be preferable, as he would be probably acquainted with the district. The Station Master or Resident Magistrate can always be relied on to recommend a a suitable assistant.

ERRATA.

In the third line from the foot of page 6 after the word "other" read "undeveloped product" instead of "produce."

The view of Graaff-Reinet marked "Caledon" at page 53 should appear on page 149 "Venster Rock" and "Sanitorium" remaining at page 53. A view of Caledon appears on page 309.

"Is already accomplished" should appear in the first line of the second paragraph on page 10 instead of "is already in sight."

The first sentence of the first paragraph about Middelburg at page 152 should be "The town is situated on the Little Brak River about seven miles from Rosmead Junction"

The words "St. Marks" should appear in the fourth paragraph from the foot of page 202 instead of "St Martins."

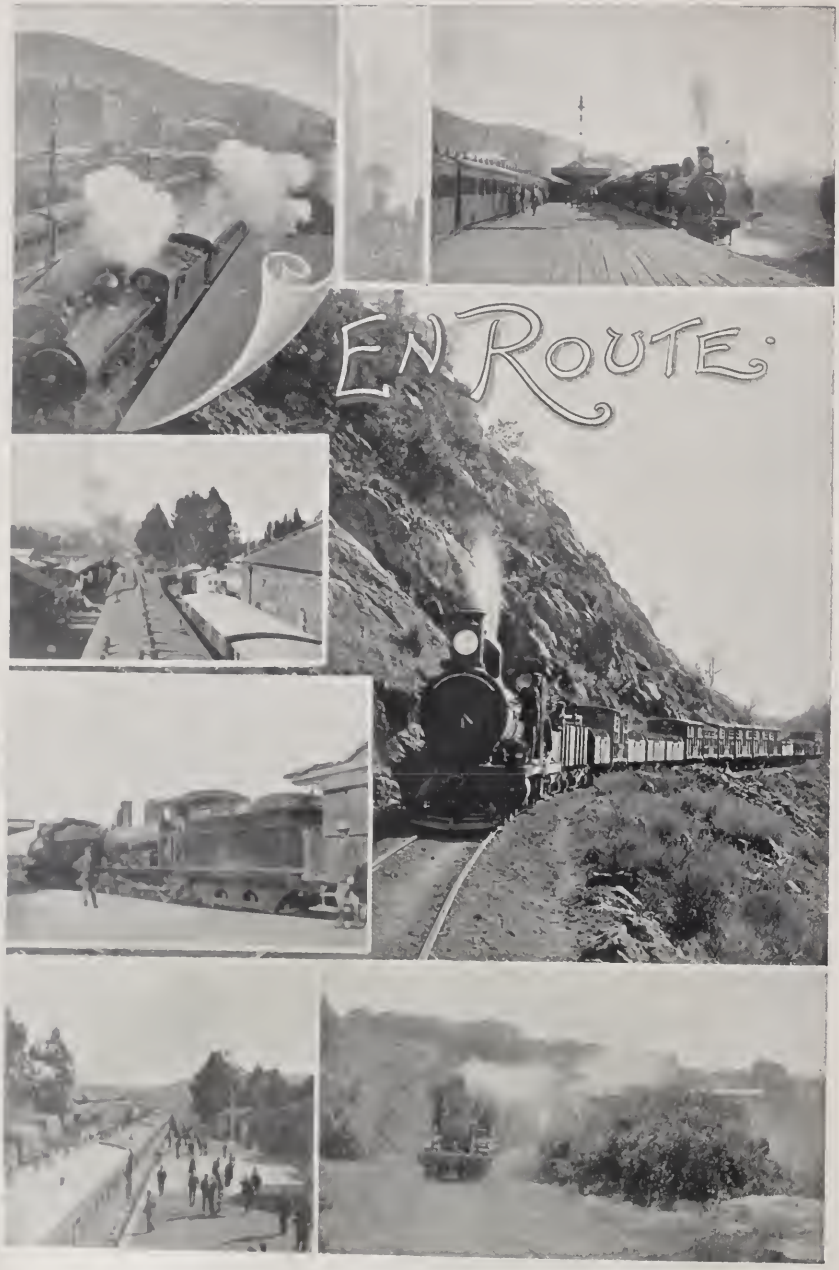
The word "Byles" in the sixteenth line from the top of page 237 should be "Pirates."

EXPLANATORY.

The letters P.O., T.O. and M.O.O., or either of them, wherever they occur, mean Post Office, Telegraph Office, and Money Order Office respectively.

Post Carts almost always carry passengers.

Cape Town—Meeting of the Ways.


EN ROUTE.

The Development of Africa.

First Train to Rhodesia.—Interested Natives.

NO longer has exploration to precede exploitation in Africa. Very little territory remains undiscovered, and locomotion and communication have ceased to be restricted to the primitive methods of the natives of the country. Railways, auto-mobiles, telegraphs, telephones, steamboats are almost everywhere. Steam and electricity are used for ploughing the veld, the settler in the far tropical interior cools his water filter by artificial ice made by himself, and if he be a thousand miles from a navigable river, a railway or a motor car brings him his European mail. Away from railways, auto-mobiles are fast superseding Post carts, Zeederberg's coaches and trek waggons, in all the important inland towns and districts, carrying mails, goods and passengers over long distances.

At the meeting of the representatives of the great Powers at Berlin over twenty years ago for the purpose of dividing up Africa, slavery was interdicted, restriction of the native liquor traffic agreed upon, a general imports' traffic formulated, and provision made for an open passage for all comers on navigable African rivers. Legislation for the natives has duly followed. Every economic scientific appliance has been introduced from North to South and East to West to assist the work of development. On the rivers and plains and in the vast forests, steamships and locomotives disturb the solitudes that hitherto had been left to wild animals and savage men. Sanguinary human frays that decimated the black fighters and perpetuated inter-tribal slavery have ceased, and, instead, the natives are tilling the land for the white man, making his railways, digging up for him the precious things of the earth and learning his handicrafts.

England's hand in the fashioning of African civilization is shewn by her conquest of the Soudan by which she has become the mistress and benefactress of Egypt. Her dominion extends to the Upper Nile, the Niger, Uganda, and throughout the Zambesi Valley, and she is paramount for ever in South Africa.

Our neighbours and allies of the *Entente Cordiale* are in North and West Africa; they occupy the Central Soudan and the Sahara; they are also on the north border of the Congo. Part of West Africa belongs to Germany, and so does a portion of East Africa. In East and West Africa the Portuguese hold about 1,000,000 square miles, and the vast region known as the Congo Valley belongs to Belgium.

Twenty-five years ago not a single white man dwelt in Central Africa—that part of the region of the Land of Ham that is wider in area than Australasia; but to-day probably thousands have made fortunes, and thousands more are now on the same golden up-grade.

Military authorities in the past prophesied that the most powerful nation in Africa would be the strongest in Europe. Through the sagacity of her rulers for the last decade, England fulfils the prophecy. With sovereignty over Egypt and South Africa, allied with Japan and France, and in friendly accord with the other great Powers, she is responsible for the maintenance of order in her own great African domains, while her territorial neighbours, reciprocating trading advantages in the interior and on the sea-board, are fully conscious of the fact that England's naval and mercantile strength is a guarantee of perfect freedom and security.

Kimberley Developments.

The great and almost sudden development of Africa began at the right time—when the arts and appliances of the 20th century could be brought to bear. At an earlier date the white man would have found himself tremendously handicapped. Impassable river waters, whose falls and cataracts eclipse the glories of Niagara, are about to be utilised for electrical and lighting power, enabling the engineer to tunnel the mountain ranges for railway purposes, to light the avenues of distant cities and propel their tramways, drive the machinery at the great mines, and open up the fertile healthy plateaux that are slowly becoming populated with the right kind of ruling white folk.

There is need in South Africa for Englishmen and their wives and families, but they obey Canada's call instead, or go anywhere rather than to South Africa. "But then, you see, South Africa is so particular" She earnestly invites good, ordinary men, and those first class fellows who have money in their belts and are not afraid of work and hardships; men like those of the past whose enterprise, endurance and toil have established the great outposts of the Empire, who will become Colonists to stay Colonists and help to build a new fatherland in the land of their adoption.

The best South African settler is he whose first determination is that, self-preservation being nature's first law, he will settle for the sake of making money and an abiding place for his children.

There is still room for pioneers. Those most wanted are agriculturists who will avail themselves of the advantages offered by the Governments. There is money in the toil that hardens the settler's muscles and in the sunshine that tans his skin as he works with his Kaffir hirelings on a portion of fertile veld. Persistent work and intelligent vigilance will produce a nugget of gold on every tree and in every furrow. There will be hardships—so there are everywhere—but the right man will not look back. One of the most popular sayings among the shrewd men of the world to-day is "Go where the money is,' to which may be added "Go where you are wanted." The money has long been going to South Africa, and is still going, millions of it. It is also being won from the fields and the mines, to probably increase a hundred-fold.

South Africa calls for no sacrifices; the brainy, sinewy man of small means and great determination has an open door, and none are favoured. He will rise with the country's development; he may measure the pace with his neighbours; become rich as they become rich, and compete with them for the civil, religious, and, maybe, the military and naval distinctions of the country. If he wants a farm as big as an English county, or a prairie on the American scale, he can have either or both. If he wants to grow every kind of northern and southern tropical and sub-tropical fruit, South Africa is the place. Thousands of such men have already made, and thousands more have begun to make, their "piles" in South Africa. They have fought, many have even bled, for their stake in the country, for they know the value of it. These thousands of select settlers are not all Gentiles, some are Jews, but, with the children of Ham, all are aiming peaceably and strenuously at the development of the country. There is no room for wasters. The good men, of whom Africa is proud, have made the country better than they found it, and, with all its hardships they love the place as much as

the Motherland. Are some parts of it rough? Yes, very rough. Pests are there? Yes, myriads of them. And droughts? Yes, even droughts that may mean years of ruin to many a man. Political difficulties? Yes, more proportionately in South Africa than in any other part of King Edward's domains. These are some of the very reasons why South Africa invites the man with the fighting instincts of his race, who possesses the best characteristics of the true Britisher, especially the conquering ingenious spirit that will win and convert all Nature's gifts and the industrial and political rewards that this great country is capable of yielding to his own use and for the benefit of those who come after him. He may palliate the horrors of drought by conserving the torrential rain waters that now run to waste, and by utilising the mountain streams, the rivers, spruits and subterranean supplies. Subterranean rivers of pure water are known to run for thousands of square miles near the surface in many parts of the wrongly termed waste places of rural South Africa. Artesian water will probably be found when enterprising capitalists and representative Governments will spend a few thousand pounds in boring operations thousands of feet downwards instead of hundreds. Portions of the despised Karroo are geologically as much like the artesian areas of Queensland as possible; and the discovery of true artesian water by deep boring is as worthy of pecuniary encouragement as the finding of a gold-field.

The settler may be independent of the misunderstood "vagaries" of climate and soil conditions if, observing the indigenous plants that Nature nurtures and rears, he will use the seeds and nursery stock that most resemble them, and, by observing similar precautions in the selection of animals with robust constitutions, acclimatised to the country, for breeding stock, he will be a successful stock farmer.

Sometimes the settler whose successes have been won only by severe struggles and sustained exertion becomes home-sick. But his disorder is nothing worse than a fit of that peculiar British complaint known as "the blues." Many such grumblers are in South Africa to-day vigorously maintaining the grand old British privilege. They grumble at the Government, at the climate, at their horses, at the birds of the air, the flowers of the field, the insects that hum in the

bush and explore one's epidermis, at the waters that flood the spruits, at the rain when it falls and when it stays in the skies; they grumble at everything in language that is often emphatically punctuated. Then may come an inordinate longing to see the "Old Country." The home sojourn seldom cures the grumbling; it breaks out afresh after the novelty wears off and the visitor becomes a perfect nuisance to his aged relatives and friends, who no longer recognise a trace of his youthful winsomeness. He wearies them as he belauds the wonders and benefits of robust life in his South African Brobdingnag, compared with the luxuries and fripperies of his ancestral Liliput, and he never ceases to grumble, inwardly or outwardly, till be is back again on the scene of his conflicts and victories. This preference for South Africa is bred of those very hardships that once seemed so difficult to bear. In the South African's inmost soul he positively loves the country that brought out the best instincts of his nature and gave him the victory in the long upward struggle with the quips, cranks and oddities of conditions that have to be lived with to be understood.

With the great discoveries of gold and its increasing output in a small part of Africa, the yield of diamonds, immense in size and quantity, in the same area, and our knowledge of other marvels, it may be concluded that Africa's natural treasures are immensely rich and varied. Diamonds and precious stones, coal and petroleum abound. Gold, copper, iron and lead, palm oil, valuable timber, rubber, maize, native corn (amabele), rice, cocoa and coffee, the citrus and deciduous fruits of Europe and all kinds of delicious and nutritious tropical sorts, in short, every known plant and vegetable flourish somewhere. The land is also rich in its fauna, while the fish of the rivers and the wild fowl of the forests are abundant.

Although it is true that the explorer's task is well nigh ended, the potentialities of the discovered territories have yet to be measured—their enormous wealth, economic plant life and valuable crude material are merely known to exist. They

await the digger and delver and the world's markets.

The Cape, Natal and Rhodesian coalfields, the latter at Wankie, in the Upper Zambesi valley, 400 square miles in extent, together comprise one of the world's largest coal deposits. The general railway and shipping developments, particularly in the direction of cross-country railways in the Cape Colony, the transcontinental railway from the Cape to Cairo, and the bridging of the Zambesi, have provided a great market for this coal. On the western coast the price of coal is high at present, but it will come down when the African fields are fully yielding up their store. We may also look forward to an African petroleum trade with the world. Great volumes of oil ooze from the earth in many places, and this wondrous country is just as likely to fill the pockets of its exploiters with millions of money got from oil as from any other produce.

At Indwe.

Steel plates for armour clads, steel rails for railroads, and manufactured iron for all purposes will yet come from the furnaces and forges of Africa in the

A Cape Vineyard.

near future. Iron-stone and iron-ore and even the pure metal are found nearly everywhere, and since the time of primitive man the African natives have made pig-iron; they have ever been skilful blacksmiths. Everywhere these sons of Ham have their little clay furnaces in which they smelt the metal for their weapons and tools. They are equally expert artificers in copper ornaments and useful articles, copper and lead being also found almost everywhere. The marvel is that the white man does not utilise it more.

At Oudtshoorn.

Till the settler found diamonds and gold and opened up his mines in the Cape and the Transvaal, Africa's millions lived, and still live, on the natural field products and nutritious fruits of the forests. The trees and the grasses, as nature planted them, have held the country together luxuriantly, aye, prodigally, for the use of the aborigines; the arts of the white cultivator will improve their quality to his liking and increase the yield of particular sorts for his profit. The future of African agriculture is assured in the first place by nature herself, otherwise Africa would never be a white man's country. The desire of the Caucasian to make his reign in the country permanent is determined by natural advantages; he has but to fashion them to suit his wishes. Cape Colony's staple industry is agriculture. For her mohair and ostrich feathers she has long been famous abroad, and she is fast taking her place among the stock breeders of the world, particularly in Europe, where she is also becoming known, for her exports of high class fruits and wine. In every considerable town in the Cape the progressive farmer is

able to sit reposefully in comfort on his stoep, with a substantial balance in the bank and his investments secure, long before the ordinary man in the old world has ceased the strenuous business of life.

Security for the life and property and good training of the natives is among the burdens and responsibilities of the African white man. The impetus that has been given to commerce arose through the appreciation of the tardily discovered fact that Africa's natural wealth is prodigious, and that the slave trade did not represent any part of it except in the most degrading sense; indeed, that a free black race is necessary for the effectual development of that wealth. How this discovery has been appreciated is shewn by the keen interest taken in Africa by the capitalists of the world, and the existence of many industrial financial companies representing an aggregate capital of hundreds of millions sterling, many of which make their profits entirely out of the trade done with the natives.

The life of the scientist has for him all the delights of new botanical, geological, entomological, zoological, mineralogical and meteorological research, abounding in the wonders for which Africa is remarkable. The racial problem is in itself the most difficult and absorbing, comprehending, as it does, the problems of evolution and archæology. There are, for instance, distinct tribes of natives who bear in their dispositions and physiognomy the unmistakable traces of a race of men who once upon a time played a dominant part in the world's career. Who are they, and whence came they?

For medical investigators, with the peculiar diseases of the country, its malaria and fevers, the dread sleeping sickness and the remainder of the legion, there is plenty of work to be done of the highest importance. No professional business man can have a better time, especially among the natives, than the medical practitioner. He needs no brass plate nor red lamp, for his fame spreads rapidly from native to native and from kraal to kraal. He need keep no account books, nor send out bills, his services are paid for in cash or in kind, and his fortune is certain.

Elsenburg Agricultural College.

The rudimentary education of young South Africa is already generally supplemented more or less by manual training of some sort, either systematically at school, or under the influence of parents and guardians, for South Africa is a country in which learning, like every other acquisition, is measured by its immediate or prospective intrinsic value, and in the minds of most African settlers the sooner a boy learns how to apply his learning to the land and its products and the commerce of the country the better. So that the hope expressed by every student of the social and industrial future of the country that the education of the white and coloured population will embrace lessons in practical husbandry and so much of political economy as applies to their surroundings has a good prospect of fulfilment. Specially useful to the native youngsters, and even to their sires, will be a systematic training in industrial occupations by which they will, early and late in life, realise the dignity and profitableness of labour.

If the example of Cape Town, Pietermaritzburg, Pretoria, and Johannesburg and, further afield, of Bulawayo and Salisbury, should appeal acceptably to the builders of coming great central African towns, architectural and recreative public and private works will be distinguished by the practical application of a true sense of sanitary needs and a desire to be beautiful as well as solid. The public buildings, recreation grounds, parks and botanical gardens of South Africa already tell of wealth wisely spent and the accompaniment of good taste and hygienic aims. The greater Africa of the future will probably note, with her growth, the solid economic and scientific progress that meets the eye of the observant visitor to all parts of South Africa, where much of the wealth that has been derived from the country has been spent on its public works and institutions by the present and

former Governments and by private citizens whose exploits have made contemporary history—spent, for instance, on magnificent Houses of Parliament, Museums, Libraries, Hospitals, Universities, incomparable Herbaria and excellent Zoological Gardens. All these, with the colossal buildings in every large town, are as architecturally, artistically and scientifically monumental as the institutions of the Old World. They proclaim faith in the permanence and future of the country. But there is also a tendency in every Colonial town to "bush it," as the Australian says; to build with the cheapest material, with regard for momentary need and comfort rather than the future. The architects and builders of greater and united South Africa will carefully avoid this tendency

Self-Government is already in sight wherever the British flag flies, and naught but the highest benefit to the Old Country and the new can come of it. Even in those parts controlled by other Powers there is an evident disposition to make the conditions of Government as democratic as possible, and it is not beyond probability that the object lesson provided by a successful self-governing South Africa will have the most beneficial effect upon the governing methods of the neighbouring Colonies. At the very least the great aboriginal population of the neighbouring States will benefit by the British example, inasmuch as their white rulers will see the wisdom of the equitable, firm and generous treatment of the chiefs and head men and the granting to them of such a control of their tribes as shall recognise and be compatible with the right of appeal to the Suzerain Power. If the regulations affecting the general treatment of the natives in British territory are adopted by our neighbours, little else will remain to prevent the expansion of the white man's rule throughout the land of Ham and the conversion by him of its economic and scientific wealth to the advantage of all dwellers and all comers.

Cape Colony To-day.

CAPE COLONY is bounded on the west by the Atlantic, and on the south and south-east by the Indian Ocean, on the north-west by German South-West Africa, on the north by the Bechuanaland Protectorate, on the north-east by the Transvaal, Orange River Colony, Basutoland and Natal.

It lies between latitudes 25 deg. 30 min., and 35 deg. south, and longitude 18 deg. and 30 deg. east.

Like most other countries, Cape Colony has its mountains, rivers and plains. The plain exists as high table-lands extending over the interior, traversed by the Orange River with its chief tributaries, on the north by the Vaal, Hartz, Riet, Modder and Molopo, on the south the Hartebeeste and Ongars.

The mountains are arranged in concentric ranges round the coast, forming the retaining walls of a succession of gigantic terraces leading from the high inland plateaux to the sea level. These ranges are three in number going seawards from the interior, *viz.*:—

1. The Roggeveld-Nieuwveld-Stormberg-Drakenstein Range.
2. The Bokkeveld-Witteberg-Zwarteberg-Zuurberg Range.
3. The Oliphant's River-Drakenstein-Langeberg-Outeniqua Range.

Through gaps in these retaining walls flow westwards the Oliphant's and Berg Rivers, into the Atlantic; and southwards into the Indian Ocean, the Breede, Gouritz, Gamtoos, Sundays, Great Fish and Kei Rivers.

The table lands of the interior average some 4,000 feet in altitude, and are clothed for the most part with a mixture of long grass and grey bush.

The eastern and north-eastern portions of the Colony get their rains chiefly in the summer when the south-east trade wind blows. This wind compares to the south-west monsoon of India, and, like it, brings rain to the interior districts. The western and south-western parts of the Colony get their rains in winter with the north-west wind.

In the westerly portions of the Western Province the prevailing wind in summer is the south-south-east, locally known as the "South-easter," and further north it is actually southerly, but owing to its originating close to the coast the in-blowing wind traverses but a small stretch of ocean before it reaches the land, and it is, therefore, a dry wind.

On the other hand, the south-east winds, which bring rain to the Eastern Province, traverse a considerable breadth of the Indian Ocean before striking the continent, and contain the most moisture of all prevailing winds. These regions have, therefore, a generous rainfall in summer. In the winter the predominant wind in the eastern districts is the north-west. It comes from a portion of the equatorial belt where there is land, which perhaps accounts for its aridity and high temperature.

Further west the north-west or ante-trade wind comes apparently from that part of the equatorial regions occupied by the Atlantic, and therefore reaches the western districts of the Colony moisture laden. This wind is the cause of the Western Province winter rains.

The Midland districts seem to be connected with the eastern rainfall, getting their principal supply in summer, but reaping the benefit of the thunderstorms which proceed from a north-east direction. It is upon these thunderstorms that the Karoo and Bushmanland solely rely for the showers which rarely irrigate these parched soils.

Cape Colony's progress has been gradual—even slow. Her sons have a long Colonial lineage, and her historical landmarks are, proportionately, as romantic and interesting and probably as numerous as those of many older countries. The associations of Table Bay, Saldanha Bay, and the whole of the coast that provided harbours for explorers, men-o'-war, buccaneers and pirates, from the days of Vasco de Gama to the landing of the military hosts of the Empire at the beginning of this twentieth century, have furnished Cape Colony, its harbours and inlets, towns, villages and hamlets, from coast to hinterland, with every historical incident that makes history the most fascinating part of the school curriculum.

The farmers of olden times impressed their trade mark on the country; for centuries their descendants have sown and reaped, and to-day the farmer's son takes up the plough, finding pleasure and profit in the calling of his sire, and the old man's daughter receives her dowry from the earnings of his toil. And yet, although Cape Colony's race has but begun—she has scarcely known aught of the heat and care of competition—no new country could be better assured of supremacy in her own domains and a permanent lucrative position abroad if her people would at once adopt all the up-to-date principles of husbandry and trade in emulation of her competitors.

The world's travelling public may be looking for another Switzerland, other Mont Blancs, another United Kingdom in *embryo,* its Brightons and Scarboroughs. If the seekers would hie them to Table Bay they would find, on stepping ashore, that they were in a new and beautiful world linked by unbreakable ties with all that is good and worth retaining of the old.

Our mountain ranges may not over-top Mont Blanc nor be as snowy as Snowdon but, beginning at Table Mountain and continuing to the Amatola, there is enough to climb 'twixt earth and sky to satisfy the most agile mountaineers.

Tourists may even discover a new Garden of Eden somewhere out back, whose primitive rustic sweetness has not been profaned by motley hosts of cheap trippers like those who annually sweep through Europe, turning her beautiful places into show grounds and promenades, and diluting the milk of human kindness by unseemly tips and bribes.

"The Cape Riviera" is the title which has been applied to that part of the Colony which, starting at Cape Point, extends for hundreds of miles into the interior, taking in its scope the Hex River mountains, the fertile and closely cultivated lands extending from Caledon and Montagu to Malmesbury and Hopefield, and comprising the great piles of the Hottentot's Holland and Drakenstein mountains, the deep valleys and picturesque cliffs of the mountain ranges of the Tulbagh, Ceres and Worcester districts, the fertile vales and shaggy cliffs of Caledon, the wine districts of Goudini, Robertson and Montagu, the mountainous country embracing Swellendam, Riversdale, Mossel Bay and George, the great range of the Outeniqua mountains and the Zwartberg and Montagu ranges with all their passes, valleys and kloofs, including the great valley of Oudtshoorn, the Long Kloof to Avontuur, the Zitzikama Forests and the environs of Plettenberg Bay and Knysna.

In the old settled areas of the Western Province we have all that will remind the old world traveller of the beauties and grandeur of Southern France. The mountains may not be as high, but they are as grand, as rugged and as verdant and, in primitive beauty and simplicity, the Riviera of the Cape may outrival the other. Let our journeys tell the rest.

The First Tour.

The Fiscal Division of the Cape contains 663 square miles, and the Census division a population of 120,475 whites, and 92,692 coloured persons. Its principal products are wheat, barley, oathay, wine, raisins, fruits, butter, potatoes, horned cattle, sheep, horses, mules. The average annual rainfall is 39.69 inches, and the wettest month, June.

Cape Town and Environs.

Highly enjoyable rides by train, tram-car, horse vehicle, or motor-car, may be taken to the following places. A complete circuit of the Town may be made through enchanting scenery.

Cape Point, P.O. and T.O., 40 miles S.

Constantia, Wine Farms about 4 miles S.W. of Wynberg Station, P.O. *via* Wynberg.

Hout Bay, Village 15 miles S., by the Victoria Road Tramway to Camps Bay.

Kalk Bay, 17 miles S.

Kenilworth, 7 miles S.

Muizenberg and St. James, 15 miles S. Hotels.

Observatory Road, 4 miles S.E. The Royal Observatory is half a mile from Observatory Road Station. Here permission may be obtained to go over the Observatory —a most interesting place.

Plumstead, 9 miles S.

Retreat, 12 miles S.

Simonstown, Naval seaport and dockyard, 22½ miles S.

Wynberg, 8 miles.

Up Table Mountain.

A climb up Table Mountain and the view from the top are treats in store for the tourist all the year round. Capable guides may be obtained on application to the Railway Department or to Cook's Tourist Agency.

As we write after twelve months ashore and afield in the Colony two sharply contrasted pictures arise in our mind's eye. The first is remindful of the foggy, sleety windy days, ways and byeways of a European city saddened by the peeping, beseeching faces of hopeless, shivering poor, and the other of gratitude for the sunshine of South Africa. It was the first Sabbath morning in the New Year, and we were conscious of reproachful glances from Church-going persons in top hats and frock coats as our cab-load of travelling impedimenta wended its way from the steamer to our abiding place through Adderley Street, the Kloofs and Garden Streets. The bells were ringing out the sweetest of chimes, and the streets were radiant with all the tints of a human rainbow, as gaily dressed coloured persons, Malays and Indians, mingled with white and black, on the way to prayers or tryst.

There was not noticeable a poorly attired person nor an unhealthy face. All apparently fit to sit in the most respectable Church with the dressiest Christians. Cape Town has churches for all faiths. The mellow English Cathedral at the top of St. George's Street seldom has more than standing room at the opening evening hymn; the Malay Mosques are filled with the followers of Mahomet, and there are Bethels for Ethiopians, Roman Catholics, Reformed Dutch, Presbyterians, Jews, Wesleyans, Baptists, Independents, Spiritualists, and every other body who is anything that can be named.

A South African New Year's Day is, of course, enjoyed by the great majority out o' doors and every modern travelling device takes the populace to and fro. Electric tramways encircle and intersect the town and suburbs, and the Cape Government Railways take hosts of trippers to the seaside. In and near the haunts of picnickers numerous happy gatherings of all nationalities fill

the day with merriment. In one place the air will be laden with the sound of various musical instruments, from the romantic guitar to the blood-curdling bagpipes to which Jocks and Jennies step it out in Scottish fashion, varying the excitement by occasional indulgence in "Twos and threes," with the same ardour as though the temperature were that of Auld Reekie or St. Mungo, and elsewhere scores of curious groups and parties of all nationalities fill every available holiday place with the enjoyments of the day.

We returned from a suburban tour by motor car along the road from Simonstown (our New Year's Camp) to Cape Town at the close of the day in time to see one of those sunsets that have won the praise of universal sightseers. The old mountain offered a magnificent background illuminated by golden and crimson hues thrown into relief by the capping of her best white table-cloth. The natural phenomenon of the table-cloth is explained by Sir Thomas Maclear, who tells us that the stratum of air in its ordinary humid condition being suddenly lifted 3,600 feet, has its temperature lowered and a portion of the humidity is thus condensed in the form of cloud or fog. Strong and occasionally violent southerly winds effect the displacement, the cloth pours down until in reaching a warmer temperature it disappears.

It is lugubriously said in Cape Town's butter markets that everybody is hard up, trade is bad, and depression makes everything unendurable. And yet the other day a concert and bazaar were simultaneously held in the City Hall for the benefit of the Young Men's Christian Association, realising a net cash result of £2,000 for the benefit of that institution.

The newcomer from the strenuous life of the crowded "old country" with its twelve millions of persons on the verge of starvation says Cape Town to-day doesn't seem in earnest. Business seems to be conducted nonchalantly as though it were a holiday affair begun, continued and ended in entire subservience to the exigencies of Christmas fetes, the King's Birthday, a wedding, or a christening. Offices and warehouses are locked up while the staffs take lunch, and at 5 o'clock to the tick there is a final exodus, and thousands of swift footed ex-workers on bicycles, tramcars and trains skim along for home. To the new chum fresh from the fight for existence that makes to-morrow a horrible problem to nearly half the people of the Old World our "depression" is a comfortable inflation.

What a contrast with the past! Up to twenty-five years ago and thence back to the middle of the eighteenth century, Cape Town was a quiet rural town-

ship, its suburbs and even part of itself laid out in irrigated garden plots and fields on a large scale, an emerald town set against a rugged towsle of mountain back-ground. Every large property had a water right that was turned on and off by the Water Sheriff, a grumpy pompous old official who ruled despotically over the irrigators and commanded great respect through the tyranny of his methods. He only was permitted to turn the water on and off, and as a stiff rate was levied for the use of the water, it was as dreadful to let it run longer than required as to withhold it when needed. He was too often guilty of both practices, but nobody dare prod him or chide him. The irrigated lands were of tremendous extent, and ran right up to the foot of the mountain, and yet old sea captains and travellers told us that many years ago Cape Town and its suburbs looked sterile and barren. It cannot have looked like an ideal promised land to Bartholomew Diaz over 300 years ago when he sighted what he called the Cabo Tormentosa, or Stormy Cape. But his Kingly master, with the spirit of prophecy on him, regarding the point of land as an augury of happier fortunes, re-named the mariner's discovery as Cabo de Bona Esperanza.

Froude, evidently coming later than our mariners, probably in smiling spring time, says: "In all the world there is perhaps no city so beautifully situated as Cape Town; the grey cliffs seem to overhang it like Poseidon's precipice which threatened the city of Alcinous; from the base, a forest of pines slopes upwards wherever trees can fasten their roots, and fills the entire valley to the margin of the houses." If he had been able to add the fact that near the base of the grey cliffs to-day and all among the pines huge reservoirs now supply the towns and suburbs with water, and that all around elegant villas and mansions have been built, his picture would have been complete. If to-day it could be the lot of the prophetic Spanish Monarch to re-visit the Cape of his naming he would, in the pride of the moment, probably want to canonise the place anew.

The great floating ocean hotels of the shipping lines conveying passengers and freight between Europe and South Africa unload and load alongside spacious wharves just outside the town. A few years ago the ocean carriers consisted of a few sailing vessels and smaller craft.

All is excitement for a few hours before the arrival of a vessel; friends from far and near are on the spot well before the time of arrival "just in case she should come in a bit before her time." Cabmen with Piccadilly vehicles, replete with india rubber tyres, with steeds that the coloured Jehu asserts to be pure bred racing stock, once accustomed to run in Derby races; ricketty vehicles of the brougham order, and even donkey carts and hand barrows await the arrival of passengers and their luggage. Then the coloured porters, coolies and attendants battle with each other for the possession of their prey amid a scene of animation and chaos that is better imagined than described.

"Comparisons are odious," says the copy book, but there are exceptions to every rule, and the contrast between the appearance of Cape Town to-day and thirty years ago is quite pleasant. The large picture of a portrait of St. George's Street taken in the days of wet plate photography grouped together with a snap shot of the same spot to-day is remarkable enough. On the footpath to the right there stands a decrepit-loooking handbarrow against the building which

is now occupied by a large newspaper and publishing firm, and the contrast is made more striking by the business-like looking parcels' cart standing in the place of the old barrow. At the first corner of the street stand the imposing premises of another big newspaper and printing company, and at the far corner the grand new building of the Rhodes Trust is a reminder of the fact that Rhodesian mines and profits are good for St. George's Street, Cape Town, as well as for St. Patrick's Street, Bulawayo. On the opposite side of the street, looking towards the Bay, there is a similarly remarkable indication of change, where the pole of insulators at the edge of the payment on the left indicates the telephone service of the locality. Within our time, oil lamps lit the streets badly, we had three-cornered postage stamps that were cut apart with scissors, and fog horns were sometimes used for speaking to one another across the

St George's Street

street in a south-easterly gale. Now, every street and every house, every tramcar and every train sparkles with electricity, switched on by touching a button. Nobody need leave his office, house or shop to speak to anybody; he has merely to "ring up." Electricity carries our messages to and fro in the town and through the land literally on the wings of the lightning. How much of this modern witchcraft came within the ken of the English and Dutch of Cape Town twenty years ago?

Railway Cafe.

When on ordinary days the leisured folk of the suburbs come to town shopping and visiting, they resort in great numbers to the elegant cafes and tea rooms that help to make the business centres pleasurable. So profitable was this class of business in recent years that, when ordinary trade began to droop, some of the principal drapers and furniture dealers started tea rooms on their premises, ostensibly for the convenience of their customers, at nominal charges, but in reality for the sake of all that could be made out of the venture. As might be supposed, drapers and furnishers display much taste and elegance in the adornment of the refreshment rooms, one of the principal features of which is their extension into wide balconies overhanging the pavements of the main thoroughfares, affording gratuitous sight-seeing up and down the streets. These cafes and refreshment rooms are also found traversing the underground cellarage of huge buildings in St. George's Street and Adderley Street, and in the ways and bye-ways thereto and therefrom, not to forget the Young Men's Christian Association and Young Women's Christian Association (both in Long Street). While great quantities of tea, cocoa, coffee, ices, "squashes," tarts and buns, as well as heavier edibles, are sipped and eaten with the merriment and gusto that indicate a light hearted, pleasure-loving people, there is seldom seen a case of riotous drunkenness in the populous day-light thoroughfares. The shades of night do, indeed, bring forth some shady customers, and revels take place on something stronger than tea, but no other metropolis in the world is more exempt from the sin of drunkenness and other forms of excess than Cape Town, and the same is true of the principal towns, villages and hamlets.

A visit to the Castle, that in olden times was a formidable fortress and garrison, will repay the visitor who loves to gaze on old cannon, old moats, and ancient architecture, all reminding him of the quarrels between the old Dutch East India Company and the English, culminating in war between England and the Netherlands. In later times, the Castle has been occasionally used for political prisoners, such as the modern African hero, the late Cetywayo, King of the Zulus. It is now fast disappearing before the demand for modern improvements, and especially to the railway works that are gradually overlapping the ancient place as the sea sometimes negotiates a coastal township till it is submerged.

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Thirty years ago or more, Cape Colony began her railways. The first railway station was but a comparative shed. A few years after, as the traffic increased, the station improved, till it assumed an arched roof, which does service to this day in one part of the present station. The train was a small affair of tiny, uncomfortable carriages with straight-backed seats, and drawn by an energetic, noisy, little "puffing billy" that went about once a day to Wellington. How the old folk who marvelled at the wondrous advance of the steam horse in those days would stare if they could take a look round to-day!

The station, as seen from Adderley Street, does not give an adequate idea of the interior, the number of platforms, or the space occupied. It conveys an impression of the offices, but, like Liverpool Street Station, London, one has to get inside to know the extent of the place.

Railway Station.

To-day, Cape Town railway station, the greatest terminus in Africa, is a labyrinth of platforms, rails crossing and intersecting, and signals for and against multitudes of trains—all indicating to the uninitiated nothing more than tremendous chaos. From this station the tourist may enter a comfortable carriage and live and dine sumptuously till he shall gaze upon the greatest waterfalls in the world, and he may then resume his seat and not emerge till he treads the avenues of far Salisbury, the capital of Rhodesia. Shortly he will be able to enter his carriage at Adderley Street and quit it in Cairo, the land of the Pharoahs.

These notes about old and modern Cape Town would be incomplete without a reference to the hotels and boarding houses, which are strictly modern. It is commonly supposed that one of the glorious immunities enjoyed in a Colonial hotel is that of being able to look the waiter straight in the face with buttoned

pockets, ignore the existence of the chambermaid, and treat the boots as though he had no being, but, nevertheless, it is difficult for the average travelled Englishman to avoid adding tips to his prompt cash payments. Whatever other people's experiences may be, we distinctly felt the waiter's eye—the tip eye, the tip tone of voice, and we never yet left the table anywhere in the course of our itinerary without noticing that he looked instantly under the plate. Yes, Cape Town and the other big coastal towns have got the tipping habit—it probably came with the nabobs of Kimberley and the Rand.

Nor should we omit to mention the mosquito. If he were ubiquitous we would not be writing these pages. Fortunately he is not, but he is active enough in some quarters, especially in the neighbourhood of water or in a crowded thoroughfare on a muggy day or night, when he makes things hum. As slumber approaches, so does this joyous insect. You may be just off, but you find he is just on, and his song, although very musical, scarcely comes up to a lullaby. It is a wonderfully loud noise for one so tiny, and the annoyance he creates is in the same ratio; his bite or sting is scarcely felt, but its after-considerations are such as would probably have commended themselves to James the First of England, who is historically reported to have said that a good itch and good nails to scratch it is one of the pleasures of a king.

No place in South Africa is more amply supplied with boarding houses than Cape Town and its suburbs. Charges for rooms and meals are arranged according to needs and quality. In Cape Town the greatest comfort is obtained by those who conform to the local hotel and boarding house creed: "Come when you please, do as you please, pay your money and go when you please.

As to the boarding houses themselves and their conductors, there is no difficulty whatever in finding the best of quarters and the fullest measure of human kindness on reasonable terms.

In this connection it is pleasurable to again refer to the excellent work that is being done by the Young Men's Christian Association and the Young Women's Christian Association, both in Long Street. At the Association rooms, for a mere nominal payment,

a good club is provided and first class meals at little more than the bare cost of the food.

Not long ago Cape Town was reticulated by open drains and canals running along many of the principal streets, and, even now, a few of the old fashioned stoops in front of the houses still narrow some thoroughfares and enable the families to sit outside, take their tiffin, and gossip. But generally, the old order has passed away, and the hand of the modern builder and improver is shewn largely everywhere. Within the last six years over a million of money has been expended in new sanitary improvements and arrangements occasioned by an outbreak of plague, so that the town is now one of the healthiest in the world.

Walk along Adderley Street from 9 to 10 o'clock in the morning, just where the station and tramway lines are pouring forth their loads of suburban dwellers into the town for a scene similar to that enacted daily in the world's greatest metropolis, with the characteristic difference that every business-like girl who comes in to work does so with a light heart reflected in smiling happy faces.

Adderley Street.

Proceed along Adderley Street from the Station. The enterprise of the merchants of the city is shewn by the colossal buildings on both sides of the street—£20,000 expended here and £30,000 there, till Adderley Street may be said to be worth millions in buildings alone.

Going to the top of Adderley Street on foot through the lovely garden avenue, you pass on your left and your right, the Houses of Parliament and Museum and the beautiful Botanical gardens, containing a collection of tropical and sub-tropical plants not equalled in any other part of South Africa, where, on a fine day—and most of the days are fine—you can spend a very pleasant hour embowered among the trees, easily imagining yourself one hundred miles from any town. If in the evening the pavilion band should be playing, there would be in attendance a great concourse of people. When the top of the avenue is reached the visitor will, of course, enter the magnificent-looking building that contains the National Museum, and he will have no difficulty in finding some gentleman attached to the Museum or the adjacent herbarium to give him a good deal of information and assistance in pointing out the different objects of natural history. These range from the relics of primeval and prehistoric Kaffir, Hottentot and Bushman humanity, and other anthropological "specimens," to the great stuffed African rogue elephant and others of that ilk; the great African giraffe, whose head and neck seem almost too

high for the lofty building, the terrible pythons, boa constrictors, the alligators, the great lizards, the small lizards, and the numerous interesting members of their family; African fishes from the whale and the shark to the tiny stickleback; monster land tortoises, who suddenly came to a premature end at the hand of the African taxidermist after a century or two of basking in African suns and plunging and dabbling in African rivers and mud, together with their jolly relative, the great edible turtle, dear to epicurean princes, aldermen and magnates. A thousand and one other wonderful groups of things there are, stuffed and preserved with such care and fidelity by expert African workmen, so learned in the nature of these dead African things that they seem almost able to re-create them. From the hands of the great African hunter, Mr. Selous, and many other sources, there are well preserved outward semblances of the African king of beasts, tigers, leopards, buffaloes and bucks. There are over 2,000 species of birds, from the eagle, his eyrie in the mountain top, and his habitat near as possible to the sky, down to the tiny, beautiful humming bird who, between sips of nectar from African flowers, spoiled the poetry of his being by gulping down his tiny throat an insect as as big as himself. And oh! those insects, what a myriad of them, from the giant tarantula, the tick and the ravaging locust, to the tiny surgical mosquito—all looking life-like, predatory and gay. The curious post-office stones that record in graven figures, letters, and heiroglyphs the comings and goings of ancient ships and mariners that passed in the night or lingered for the minutes that were necessary to engrave their messages and place thereunder letters from the distant kith and kin of the early Colonists "to be called for," ancient Bushmen rock writings and paintings, flint, battle-axes, tools and utensils of pre-historic times; another thousand and one curios of great Africa from the coast to the darkest regions discovered by Burton, Speke, Livingstone and others to whom the glories of exploration belong; the archeological remains of byegone and forgotten African nations; the fossil specimens of submerged African forests; countless specimens and varieties of African gems, metals and minerals; the famous herbaria of the late Government Botanist, justly claimed by the Colony to be the finest collection in the southern hemisphere; and, then, emerging from these well-filled halls of enchantment into that peerless, tropical and sub-tropical arboretum the Botanical Gardens, bounded by the outer portals of Government House, the precincts of the Houses of Parliament, and the great Public Library respectively, there is enough here laid before the visitor and the student to keep his mind, pencil and camera fully employed for a large portion of his sojourn.

On your return you will feel inclined to retire for a few moments from the burden and heat of the day into St. George's Anglican Cathedral or the Dutch Reformed Church, which is probably open. You will also have an opportunity, if you wish, to step into the Supreme Court and listen to the conduct of a "case," and probably be very much entertained by the forensic eloquence of the Cape Colonial Bar.

The Good Hope Theatre, seldom open for theatricals, is principally used for public meetings and concerts. The Opera House in Darling Street is seldom closed, and has usually first class companies on the boards. On the other side of Darling Street is a handsome and comfortable little music hall, the Tivoli,

where the finest "talent" from America and Europe is occasionally seen, and always appreciated by crowded houses.

The equipment and management of the benevolent and educational establishments are all that can be desired. The New Somerset Hospital is very popular with the people, who support it well by their voluntary contributions.

The University School is devoted to secondary and technical education of young folk and the equipment of teachers in the arts and sciences.

The Normal College is a public school of considerable importance. The Church of England Grammar School does very important work, and is popular with all classes of the community.

St. George's Orphanage, for the training of young homeless children, is doing a great national work, so are the Nazareth and St. Hilda's Homes, which train boys and girls in domestic and educational work.

City Hall.

Lovers of music (and who does not so love?) will probably strive to attend the organ recitals which are given alternately by the joint city organists, Dr. Barrow Dowling and Mr. Denholm Walker. The organ is worthy of such accomplished players, and of the Cape Peninsula. At many of these recitals the public has an opportunity of hearing the performances of eminent vocalists and instrumentalists who may be visiting the town, and of rising musicians who are being trained for a professional career.

Whether it be true or not that the birds of South Africa have no other song than that by which they make themselves clear to their mates in the billing and cooing season, it is one of the features of this fair land that English, Irish and Scotch songs are heard in every town, village and hamlet. No genteel English or Dutch young lady dreams of finishing her education without more or less strenuous vocal and instrumental efforts, often resulting in the discovery of rare musical talents.

Houses of Parliament.

Very few visitors omit to go over the Houses of Parliament. The massive portico has three approaches by massive flights of Paarl granite steps. The pavilions are relieved by pilasters with Corinthian capitals, and are surmounted by domes and ventilators. The ground floor has also been built of Paarl granite. The upper part of the building is of red brick, with pilasters and elegant architectural window adornments. Besides the Debating Chambers, which are 67 feet in length by 36 feet wide, there is a stately hall with marble pillars and a handsome tesselated pavement joining the central lobby or grand vestibule. The Chambers

are almost the size of those at Westminster. Adjoining the central lobby is the Parliamentary Library, a magnificent apartment, with galleries reaching to the full height of the building.

After leaving "the House," the visitor should descend to the vaults of the Record Office, and inspect the wonderful collection of early Dutch manuscripts accumulated during the original Dutch occupation of the Cape. Every incident is recorded with remarkable accuracy. The manuscripts are, of course, of priceless value, and the work of compilation and translation has been in progress by the accomplished keeper of the Parliamentary Archives, Mr. H. C. V. Leibbrandt, for many years. He is the author of the well known work, "Rambles through the Archives," and he has compiled an additional volume every year, till these works form an important part of the reference works of more than one of the world's great public libraries.

Not less interesting is the South African Public Library, quite close to the Parliament Houses, with about 60,000 volumes embracing every branch of literature and science, and comprising the Dessinian, the Grey, and the Porter collections. In 1761, Mr. Joachim Nicholas von Dessin bequeathed his books, manuscripts and paintings to the Colony; the Porter collection consists of standard works of literature purchased by public subscriptions; and the Grey collection, which is the most valuable, numbers about 5,000 volumes, kept in a separate room. The library assistants, who are lovers of good books, speak with bated breath as they enter this sacred room, and well they may, for the Grey collection embraces rare manuscripts, mostly on vellum or parchment, some dating back to the tenth century, and a unique collection of topographical works relating to South Africa generally.

Of course, St. George's Cathedral is the principal Anglican place of worship. It was built in 1830, is of the Grecian style of architecture, and frequently accommodates about 2,000 people. Close by, at the top of Adderley Street, is the Dutch Reformed Church, which possesses accommodation for upwards of 3,000 people, and may well be referred to as the Westminster Abbey of the Cape. Like that grand old place, this Church is the sanctuary beneath whose floors lie buried eight former Colonial Governors, the last to be interred being Ryk Tulbagh, who was buried in 1771.

General Post Office.

A few short years ago the General Post Office was situated in a comparatively small building in St. George's Street, now occupied by the *Cape Times*. The postman in Cape Town is saved a great deal of work through the popular habit of keeping post office boxes, which cost from twenty-one shillings a year each, to which the lessees have their correspondence addressed.

Suburbia.

Before departing for our country tours we availed ourselves of the opportunity that the Christmas and New Year's holidays afforded to join in some of the out-o'-door enjoyments of the people of the Cape at the popular seaside resorts.

First we took the electric tramcar to Camps Bay along the Kloof, and back by the coast. At the Bay, the sea giving its invitation to bathe as it gently laps the

sandy beach, finds many responses; indeed, bathing and fishing occupy the livelong day for many a person who is more in earnest about good health than anything, and to whom fat fishes are but the earnest of a day spent in gentle sport that has been to him a period of rest and quietness. He who goes to Camps Bay would go

Camps Bay.

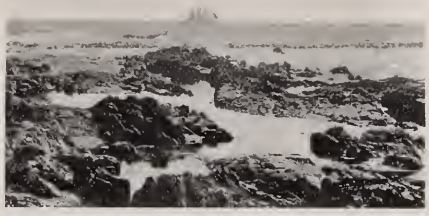
again, and those who live in or near Cape Town go as often as possible, and it may be safely said that an outing at the Bay and the leaving behind of the thoughts and worries attached to business will sometimes cure and prevent many an outbreak of bodily and mental disorder.

The Three Graces.

At Camps Bay there are hotels and numerous well-appointed private houses that place accommodation at the disposal of tourists, both in and out of doors. Open-air concerts are given several times a week in the concert hall and pavilion, and itinerant forms of entertainment are constantly being introduced. Refreshments out of doors during the day and on moonlight nights, are more enjoyable than if partaken in the most gorgeous dining room. The swimming and hot and cold douche baths are, of course, very popular. Dancing on the beach and the green is also a favourite enjoyment. The coloured people form their own merry groups, and their powers of endurance on the light fantastic toe seem inexhaustible.

It is possible, nay, even probable, that during the short visit of the tourist he may enjoy several changes of scene. To-day all may be sunshine and calm, and the sea may roll lazily into the Bay with the rising tide, and flow silently back with the recess. Grown-uppers and juveniles may sport with the tiny waves as they come and go without fear of father Neptune's displeasure. The photographer may take with absolute sharpness and precision the most artistic photographs, and plume himself that he alone did it all, forgetful of mother nature's helping hand. Mating couples may weave the romance of the present that is so dear to them, and even complicate the affairs of the future without a frown appearing on the face of the landscape or an anxious thought about umbrellas and waterproofs, or even the last car homeward; and the painter may snatch tints of glory that were never surpassed in the Fjords of Norway, the Cantons of Switzerland, on the banks of the Rhine, at the watering places of old England, or anywhere else in the world.

To-day serenity prevails at Camps Bay, and the effect is heightened by the scene on the ocean horizon as now and then a passing vessel, with her white sails set and gleaming, glides majestically on her homeward way.



To-morrow paterfamilias consoles himself on the stoep or in the smoking room with his calabash pipe and Boer tobacco, and the trooping children make high revel in the halls and corridors of the house, for great ocean waves are rolling and surging on the beach, and except a few youths of the venturesome Springbok type, not a soul thinks of taking a dip. Brilliant autumnal tints have changed to sombre grey, nature has changed her pacific mood for one of fury and unrest, and refreshments at the Pagoda are taken indoors. Bands and concerts follow suit, and meeting places on mountain side, in hilly nooks and rocky inlets are abandoned for the nonce. How the wind blows! how the clouds drive and envelope the mountain with a great muffler of white as though a feud existed between them, and something had to be suffocated. The artist lays the foundation of a second picture of Camps Bay in cloud and tempest.

A run on the tramcar to and from Camps Bay in the teeth of a real South Easter is an experience worth twice the cost. We will often wonder whether the car itself can withstand the gusts of wind as picturesque corner after corner is rounded and passed, high up on the mountain slopes. The sensation created by one of these gusts of wind as our car emerges from the occasional shelter of the kloof is as though a mighty bellows were worked upon us by some Hercules with all the power of his muscles and lungs.

Happily nature's moods at the Cape are as transient as the whims of a child, and in a few hours all is calm again.

On the suburban line to Simonstown, within the roar of the murmur of the sea are the picturesque villages of Muizenberg and St. James,

beloved of those who can live in fine houses, and of all holiday makers from Cape Town and the far hinterland.

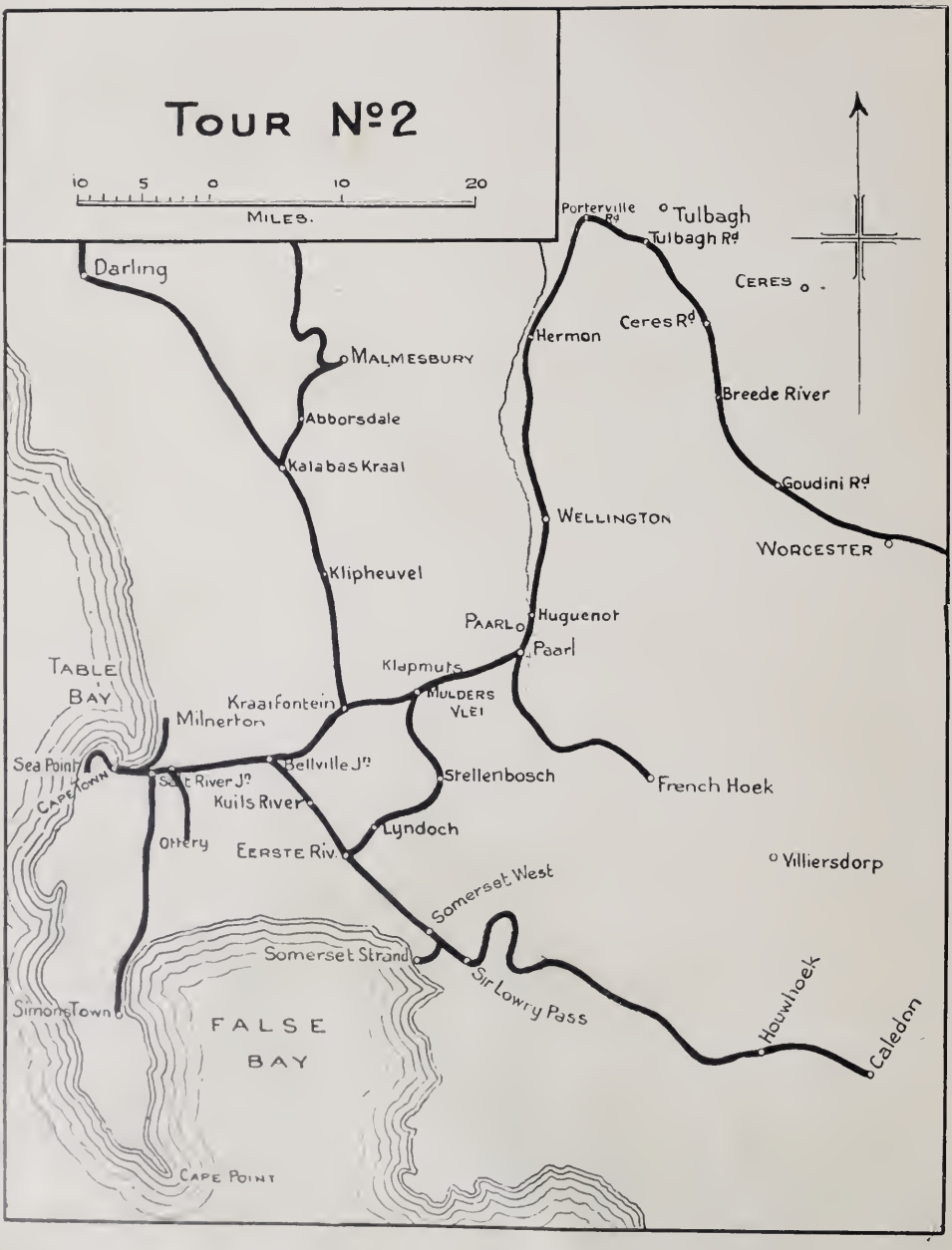
The name, Muizenberg, takes the memory back in sadness to the dying moments of a great South African, the Hon. Cecil Rhodes. It is a name that will be heard and seen by those who knew him and lived in his time with a share of the heartache that found expression in his dying words: "So little done, and so much to do!" Standing in the empty room in which the spirit rose supernal, and the flesh returned to dust, we realised as only South Africans can realise, that we still needed him, and perhaps it was but natural that, in the thrill of the moment, a conviction should steal into our minds that tho' hid from view, his efforts for the welfare of "my land" and our land, aided by kindred souls among the immortals are continuous and infinitely wonderful.

The little cottage "where Rhodes died" stands all alone, but behind it in towering grandeur is the mountain that Rhodes loved and in front the restless murmuring sea.

Rhodes s Cottage

It is decreed that never man, married pair nor frolicsome bairns shall have home in this humble cot. It shall remain as it is, watched over and shown to visitors by its Scottish janitor as without thought of sordid "tip," he reverently treads with you the sacred floors of the little house, devoid of furniture and quite ungarnished. Unless you linger in "the room" the inspection takes but a few minutes from the moment you lift the wicket latch till you bid good-bye to your escort.

Sea and beach at Muizenberg have thousands of annual bathers and paddlers, roamers and stragglers, aye and thousands more who in shady nooks amid the rocks, waves and sea-sand find trysting place


TOUR Nº2
10 5 0 10 20
MILES.
Darling
Malmesbury
Abbersdale
Kalabas Kraal
Klipheuvel
Porterville Rd
Tulbagh
Tulbagh Rd
Ceres
Hermon
Ceres Rd
Breede River
Goudini Rd
Wellington
Worcester
Paarl
Huguenot
Paarl
Klapmuts
Mulders Vlei
Kraaifontein
Milnerton
Table Bay
Sea Point
Cape Town
Salt River Jn
Bellville Jn
Kuils River
Ottery
Eerste Riv.
Stellenbosch
French Hoek
Lyndoch
Villiersdorp
Somerset West
Somerset Strand
Sir Lowry Pass
Houwhoek
Caledon
Simons Town
False Bay
Cape Point

in which to tell the oft-told tale of love, hope and ambition that has had so much to do with the precocity of the Anglo-Saxon race.

No matter if the winds blow and the seas roar and happy crowds join in with laughs and yells, the telling and the listening and consenting go on just the same. Not even the antics of the nigger minstrels, the banging of the show's big drum and the blare of its brass trumpets disturb the happy pairs. The greatest holiday times at Muizenberg, St. James and Simonstown are King's Birthday, Christmas, Good Friday, the Jewish day of Yom Kippur and the New Year. On these and on all other holidays and all the year round, especially in the summer, ever increasing crowds throng the watering places here and everywhere, and when they have bathed and dabbled and gazed and paddled and boated and fished and crabbed and done all that the seaside gives them to do, out from Muizenberg's great crowd, roaming parties find more variety at St. James, Kalk Bay, Simonstown and Fish Hoek, till hunger and thirst and tired feelings cause the absorption of many sandwiches, buns, pies and beverages that are known

Muizenberg Beach.

to but not understood of seaside trippers. Round-abouts, sports, yachting, boating and bathing machines run a brisk trade, resulting in financial benefits in which persons of all shades of colour participate.

The question of colour is no longer an awkward problem in holiday times at the Cape, for coloured boys and coloured girls (all are boys and girls among coloured folk) mingle with their white neighbours with all the appearance of cor-

diality up to the dividing line between sociability and association. To the casual visitor the division is usually plain enough. At no time, however, is a harsh distinction enforced, much less at a public holiday at Muizenberg, nor is there any apparent desire on the part of the coloured population to become drawing-room guests of the whites, but real friendliness exists between both races, consistent with the observance of good order and propriety, especially among those who have received the benefits of good education and domestic training.

If ever Cape Colony builds its own ships of war and commerce and she is drawn upon heavily for sailors it would seem to us, judging from the love of aquatics that is displayed at these seaside places that there will be no lack of material. No place on the sea shore is more thronged with visitors and the youthful manhood of Cape Town than Kalk Bay, Fish Hock, Simonstown and wherever rowing and sailing boats are to be got on hire at so much per hour, and it is not only the white folk who trust themselves to the treacherous element but coloured people of both sexes launch out in ricketty sailing boats and

slashing yachts just as if they had been born in boats. Nor are they content with tossing about idly close to the sea shore—nothing will suffice but an exploratory cruise as far as the skipper will allow them to go and very often, when no such skipper prevails, long journeys are taken and disaster sometimes occurs. That Cape Town loves the sea and delights to go down in all sorts of ships and that the same affection prevails all round the coast to the far interior indicates as much as anything else the origin and destiny of the ruling races.

Kalk Bay is a place of note, not merely on account of its position as a seaside pleasure resort, but as an extensive fishing station. Scores of fishing boats daily scour the neighbouring waters and return with tons of fish which are sold to wholesale dealers on the spot and bought by people of the neighbourhood at bargain prices. The Fishery is moreover conducted as a payable industry by a Limited Liability Company who not only buy and exploit the fish in the Colony but cure it and send it far afield. Many of the fishers and owners of boats are coloured people and Malays, and so are many of those who deal on wholesale terms. No pen can truly describe the clamour that is made and the frantic struggles for precedence that distinguish this motley seaside fish market.

Simonstown.

The scenery from the Kalk Bay station to Simonstown is very picturesque. The sea stretches boldly out on one side and the road and the mountain on the other and continuously, with but short breaks here and there modern houses are prettily built on the slopes and at the sides of the road which lies parallel with the railway almost along its whole course.

The Simonstown Dockyard, which extends a great distance along the foreshore, is replete with every appliance for the repair of modern war vessels, even including a "Dreadnought" if necessary. The Bay is very sheltered, although exposed to the South East wind, and has safe anchorage ground.

Were the Naval Station of Simonstown subjected to an attack by an enemy, it should prove to be impregnable. On the hillside, at proper points of advantage, there are forts with long guns conveniently hidden away but sweeping the harbour for miles, and in and around the harbour formidable submarine mines and other devices are carefully and secretly laid rendering navigation by enemies' ships or boats impossible.

All the year round, the town is used by visitors from far and near for the sake of its excellent climate, and in vacation and summer seasons it is a veritable holiday resort. There are, of course, months in the year when the man who, according to the natives makes the South Easterly gales, blows his cheeks out to the discomfiture of everybody. Besides boating and fishing there is plenty of bathing room, and as the temperature of the water is higher than that at any other part of the coast, the invalid, as well as the more robust plunger, may

often enter the water with impunity and pleasure when he would be precluded elsewhere.

Simonstown is one of the places that should surely be included in the tourist's itinerary. England's power is displayed by her ships, her naval works and her sailors, and her humanity by three naval hospitals. It is the privilege of Simonstown to have one of the best High Schools in the Colony, where 400 scholars receive an excellent education amid the freshest air and brilliant sunshine, and within constant hail of the flag that has weathered the battles and the breezes for over a thousand years.

Second Tour.

Cape Town to Caledon and Ceres.

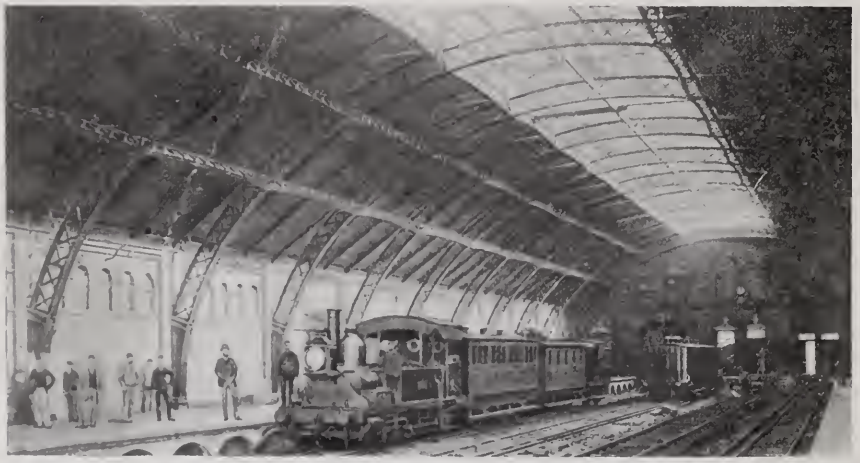
First Station, 1875.

THE day has arrived when rapid and easy access to the remotest of the Cape Colony's wonderful places and beauty spots is practicable. In those other days when Tom Hood and Charles Dickens were writing for a living, a little shed-like erection represented the principal railway station in South Africa. A few years later a more pretentious structure with a spanned roof marked the steady advance of the railway engineer, when our early "puffing Billies" tugged their primitive two or three box-like carriages and van to the construction works at Wellington.

Dickens's description of the bustle of a railway station "Scaling cabs, storming carriages, finding lost articles by a sort of instinct, binding up restored umbrellas and walking-sticks, wheeling trucks, counselling old ladies, and sticking labels on all sorts of articles," would. with considerable embellishment, apply aptly enough to the daily scene at Adderley Street, the greatest railway terminus in Africa in 1907. Certainly his allusion to "the station master with the head of a general and the courtesy of a gentleman, and the guards of handsome figure, inspiring confidence in the minds of timid passengers," has a literal application to the personnel of the staff of the great Cape railway station. At least, so it appeared to us as, on the day that the English mail steamer landed her mails and passengers, we stood on the station platform, mingling for a few minutes among the excited travellers, whose faces were set towards the Vaal. Among them were a few old refugees of the war period, conversing energetically as they gripped each other's hands. "Looks like the return of good times, eh, old man?" "No place like dear old Jo'burg," quoth another, and so on, and so forth. "Seats, please!" and instantly there was as much fuss and scurry,

saying the last word, kissing good-byes, and stowing packages in booked bunks and corner seats, as if the occupants intended to be gone for ever. At last, amid fervent farewells, "good lucks," and perhaps "Jolly Good Fellow" and hurrahs for some celebrity, they were off for the world's greatest mining camp, a thousand and more miles away in central South Africa.

Many of the passengers had come direct from the magnificent floating hotel that brought them in safety and comfort from their right tight little Island in the North Sea. Absolute new chums began bracing themselves up to bear with the fortitude of old colonists the horrible discomforts that were understood to accompany the long journey thrugh verdant veld and weird Karoo. Let us travel a few miles with them, and see how they get on:—



The First Span, 1880

If there is one thing that the combined Governments of South Africa aim at more than another, it is that the equipment and organization of their grand trunk system shall be second to none. The brunt of this onerous responsibility undoubtedly falls upon the Cape Government Railway management. Beginning with the General Manager himself, and ending with the humblest greaser on the track, the staff consists of the best material that South African manhood and intelligence can supply. It has ever been the dictum of the Government of the Cape that to make their own great railway system successful the first care must be the efficiency of the staff, every man of whom shall be reliable, not merely for the perfunctory performance of his daily task, but the prompt and intelligent appreciation of every emergency and the exercise of unselfish action in the presence of midnight perils and daylight dangers. In such a staff the Cape Government Railways have one of the first essentials of success. Untiring and painstaking courtesy is proverbially equal to the most valuable of all stock in trades. Minus this commodity, these sumptuous overland trains would often realise the new traveller's worst expectations. How much less enjoyable a

lounge in the observation car, a card party in the smoking room, or refreshments in one's specially reserved compartment, would be without the intelligent experienced attentions of the conductor and his staff.

The arrangements are an agreeable revelation, especially to first and second class travellers. The passenger has surveyed the train from end to end as she rattled along at full speed. He has wandered up and down the corridors, and discovered many surprising things. Here, for instance, is a writing room with a comfortable sleeping berth for one person. The room is replete with writing materials and desk dockets for papers and *miscellanae*—in short all the up-to-date requirements of a busy editor's office or of the private secretary of high degree. There is a smoking room quite as elegant as that on board the ship just left behind, ever so much more neat and select, and quite as airy.

Do you want a hot or cold bath at early morn, mid-day or bed-time? You have but to say so to the conductor, and your bathroom steward is hard at work for you. These are merely side lines. Three times a day you and your fellow passengers assemble in the dining saloon for the diurnal round of meals with which you may quaff wines of the best European and Colonial vintages from the cool chamber of the saloon, and you may even "go as you please" in that saloon or your own compartment for interim tea, refreshments and supper. It is easy to imagine the happiness of the new arrivals as they made these discoveries and as they perused the following menu:—

BREAKFAST.		DINNER.	
Quaker Oats, Fresh Milk.	Saute Potatoes.	Clear Ox Tail.	Assorted Vegetables.
Fried Fillets Stoekfish.	Poached and Fried Eggs.	Fried Fillet Soles Tartare Sauce.	Anchovy on Toast.
Finnon Haddock.	Savoury Omelette (to Order).	Poulet Saute "Marengo."	Fruit Tart, Whipped Cream, Liqueur Jelly.
Curry and Rice.	Cold Ham.	Roast Haunch Mutton & Jelly.	Cheese & Biscuits
Fried Sausage.	Ox Tongue.	Roast Veal and Bacon.	Dessert.
Grilled Mutton Chops.	Dry Toast.		Black Coffee.
Broiled Ham and Bacon.	Preserves.		
	Tea. Coffee.		

We travelled by this train when we made our long journey to British Bechuanaland. At present we take the Cape Mail train for Worcester, leaving a little earlier in the morning than the northern train, and calling at many important places *en route*.

Our object is to visit Stellenbosch, Paarl, Wellington, Tulbagh, Saldanha Bay, Clanwilliam, O'okiep, Caledon and Hermanus, and then change our route for Mossel Bay, George, Knysna and Oudtshoorn.

This train consists mainly of corridor carriages. The dining car has four tables for four, and four tables for two persons respectively (altogether twenty-four seats) placed conveniently at each side of the wide aisle down the centre of the compartment.

The length of each carriage is just upon 60 feet, and the width about 9 feet. A kitchen with pantry, an excellent cooking-range, and a wine "cupboard" are attached to the dining saloon.

The interiors and ceilings of the dining cars are finished off with wainscoting, oak panels, teak framing and walnut mouldings, and the windows are hung with crimson curtains, the whole presenting an appearance of comfort and luxury.

Every bit of the woodwork has been manufactured locally.

At the first momentary stopping place,

Woodstock, the traveller at once recognises the busy industrial suburb of Cape Town, which he has probably visited during his sojourn. After a similar halt at

Salt River, whence the line to Simonstown branches off, we find ourselves crossing the sandy plain known as the Cape Flats.

At no distant date these flats were more or less under the sea. Agriculturally, since the sea's recession they have never been found fit for anything but grazing, and then principally wherever it has been possible to plant suitable grasses and bushes. In many parts of the flats the sand has become fixed and amalgamated

Our Dining Saloon.

with the cement-like soil, and in most places, where drainage has been effective, land has been taken up, built upon and converted into small suburban residences, villages and townships, much to the profit of the original owners of the despised flats and the benefit of the artisan classes who, under the fashion of extended payments on easy terms, are acquiring their own freeholds.

On the way to Stellenbosch we pass Parow.

Parow, 10½ miles from Cape Town, is one of the above newly built suburbs, and so is

Fairfield, a little further on, which supplies its own and other districts with home-made bricks from Fairfield clay.

Bellville Station. Here carts meet the trains and convey residents and visitors to Durbanville, six miles distant.

Durbanville. This go-ahead little town, 18 miles from Cape Town, and six miles from Belleville Station, is in the centre of a progressive business farming constituency. Its annual crops of oats and wheat from the plains of Koeberg and Tygerberg are alone sufficient to give it considerable business impetus. A good annual rainfall enables the farmers to garner crops from many other sources, but it is not alone from the farms that Durbanville expects prosperity; it has mineral waters springing from the Tygerberg mountain. There is a celebrated mineral water factory half way between Belleville and the town, where the water from the hills is conveyed through pipes and ærated and bottled for distribution. Then, on the other side of the mountain, another celebrated mineral water which goes through a similar process, also has its origin and its factory not far from Durbanville. It would be surprising if, in view of these things, the domestic water of Durbanville itself were defective. Not only is there an ample supply, but the daily quantum per head of 100 gallons costs each inhabitant only £2 a year, and the Town Council finds the selling of water a profitable business.

The general health of the district is so good as to point to the probability that ailing persons who cannot afford a long trip farther afield might do well to give Durbanville a trial. They would certainly find one thing that is often lacking in lonesome distant health resorts, that is cheerfulness. If you are not cheery you are not of Durbanville, for cheeriness is written all over the social escutcheon. There is a Home of Rest for Invalids which has become very popular, and has the reputation of being well managed. There are also three hotels, one having been in existence for many years.

Extensive carriage and waggon works, turning out vehicles that have become noted throughout the Colony, are established here.

Fruit of almost every description grows well in the gardens and on the surrounding farms, particular care being bestowed upon the production of high class grapes for wine making.

The tourist will find some excellent surrounding mountain scenery.

Approximate Road Distances.—Cape Town to Malmesbury, 40 miles N.N.E.; Paarl, 35 miles E N.E.; Stellenbosch, 33 miles; Somerset West, 33 miles S.E.; Darling, 43 miles N.; Wellington, 45 miles N.E.

Some Typical Returns.—Cape.—Oathay, 6,377,954 bundles; Wine, 337,728 galls.; Spirits, 12,287 galls; Wool, 83,139 lbs.; Butter, 83,465 lbs.; Cattle, 15,171; Horses, Mules, etc, 14,817; Sheep, 21,542.

STELLENBOSCH.—The Fiscal Division contains 318 square miles, and the census division contains a population of 8,672 white, and 13,691 coloured. The principal products are wine, raisins, fruit, butter, potatoes, oathay. The average annual rainfall is 26.48 inches, and the wettest month, June.

Stellenbosch, 2 miles, S.S.E. of Stellenbosch Station, which is 31 miles from Cape Town.

Civil Commissioner and Resident Magistracy. P O , T.O., and M.O.O.

Postcart to Stellenbosch Station, 15 minutes.

T the beginning of civilization in the Cape its domestic, social and political affairs were arranged and directed in the forum of Van der Stel. The world is familiar with the origin of the place and its name. But briefly let us say that Commandant Van der Stel and his good wife Mary, whose maiden name was Bosch, in the year 1681 gave their combined surnames to the town. This excellent couple, besides laying a goodly number of foundation stones, planted avenues with rows of oak trees, one at least of which lives to-day, and stately scions of the old stock grace the town and make it conspicuous. Many other things are so reminiscent of the eighteenth century that after a few hours' sojourn one seems to be meeting and living with the people of a bye-gone and forgotten age, half ancient and half modern in their ideas and ideals.

Stellenbosch.

Whatever may have been the original design, the town has been built in straight lines, like Cape Town. The streets run at right angles, and are shaded and made beautiful by thickly foliated oaks, planted on either side, streets of long, low, white, many-gabled houses, fashioned and built when Cape Town and Stellenbosch were mere Colonial experiments, and yet with walls massive as those of a feudal castle, and some of them still retaining the cherished old thatch. More modern houses and cottages there are, of course, looking less venerable, not so quaint, and very often not so pretty as their older neighbours.

Steep slopes and tall mountainous peaks, clothed with verdure of brightest green of bush and wood to the palest distant blue, surround the town on its outskirts. Our visit was made when the air was full of the peculiar ecstatic hum of the cicala, never forgotten when once heard, as in their stirring whirring music the little creatures sing their song as though life were intensely enjoyable. The Eerste River runs through the town, and adds much to the beauty of the place. Every turn and twist of the stream discloses its own separate landscape picture. Strolling by the water in the cool of the evening we found the banks, like those of all African rivers, well stocked with bushes and trees. For some moments, nothing but the twitter and hum of insect life and the occasional call of a bird to its mate, disturbed the scented silence, when suddenly a team of oxen came dashing and plunging down the banks into the river, thirsty from a long day's heavy trek. They were eagerly drinking, and splashing and lowing joyously, as we left them and resumed our quiet, homeward walk, passing under the shadows cast by the oak trees across the silent streets, the whole place looking and feeling so peaceful and beautiful that we have never lost the longing to enjoy it all over again.

While Stellenbosch is as Dutch as when its ancient Commandant was lord of the domain, in the evening hour of retirement it is more like an eastern dream than a Dutch reality.

Mrs. A. F. Trotter, the authoress of that charming book "Old Cape Colony," says: If you arrive at Stellenbosch at two or three o'clock of a summer afternoon an extraordinary stillness reigns. The whole town is asleep; shutters are closed, hardly a dog barks, the rustle of the heavy leaved branches and the tinkle of streamlets are the only audible sounds. It is said that a Stellenbosch burgher consulted his doctor for insomnia, and on being asked at what hour of the night he most suffered, exclaimed: "It is not at night that I suffer; I sleep well at night. But nowadays I cannot get to sleep in the afternoon." As afternoon wears on, the sleepers awake. Day cools to the fresh South African evening, coffee and pipes appear on the stoep, and through flickering tree shadows the sunshine of the afternoon slants low. Alas for the time when the old-world life shall have disappeared with the gable and the stoep of the old-world builder! for they are

Old Dutch House.

disappearing. Never again will you find a better impression of the past, a quaint every-day past, forgotten of history and laid aside by the trend of modern thought, as in these little townships built by a northern race, developed under a southern sun apart from fashion and jostle, without the great ambitions which for the most part make for misery. So that for a brief time the new-comer feels as one "carried awaie by the fairies into some pleasant place."

In the older portions of the town, many of the inhabitants retain a liking for primitive attire. The old blue sun-bonnet and a kind of veldschoen very near the Hollanders' sabot being occasionally seen. It was here at a kind of fancy fair that we once met in sabots a young lady who has ever since been in our mind. She might have been Greville's dainty lady, so neatly described by him:—

At West Kapelle, by the sea,
I met her in May;
I understood sufficient Dutch,
To stop and ask the way.
She wore a homespun dress of blue,
With bodice all cut low,
And on her feet, so neat and sweet,
Were the daintiest sabots.

I knew not what she talked about,
But I watched her silently,
For her hair was like the sunshine,
And her eyes were like the sky;
And tho' she spoke in guttural Dutch,
Her voice was soft and low—
And on her feet, so neat and sweet,
Were the daintiest sabots.

And then she said "Good-bye" in Dutch,
And, smiling, went her way,
But, alas, I've never seen her since,
And I fear I never may.
She wore great Zeeland buttons
Of silver, all a row,
And on her feet, so neat and sweet,
Were the daintiest sabots.

The Theological College of the Dutch Reformed Church, the Stellenbosch Victoria College, the Stellenbosch Public School, the Dutch Y.M.C.A., and the Bloemhof and Rhenish Seminaries for girls are the leading Stellenbosch institu-

tions of culture and morals. Many young Dutchmen and Dutchwomen from all parts of the Colony are educated here. Indeed, to be well educated is, in Stellenbosch *elite* opinion, the first and foremost duty of the man of the world. Consistently, then, it is natural to find an excellent laboratory in connection with the School of Science, a School of Mines, and a College of Agriculture.

"At our hostel, whose name is Harmonie," was the answer to our question where the women students lived and spent their leisure. "Do call and see it,"

Victoria College.

quickly followed the invitation from a group of young Dutch teaching-maidens, who in the noon recess had assembled to quiz Mokoi and his Baas. We did see the hostel, and never saw a merrier lot of students. We walked up a gentle hill, and found the house just the kind of place that elder school-girls are likely to remember with life-long pride. There is nothing antiquated about it, except perhaps where it shews the commendable skill of the architect in his adherence to some of the charms of old Dutch architecture. The stoep, for instance, is expansive and lofty enough for a dinner party, or even a minuet or Roger De Coverley. The students in residence attend the different colleges in pursuit of degrees and diplomas, and domestic affairs at the hostel are consistently congenial, for added to the "home comforts" is a technical school of cookery, an instructional

laundry, and a dress-making school. Music, debates, walks, and games completely fill up the recreation bill at "our hostel whose name is Harmonie."

And yet, although mankind generally applies the arts and sciences to the demands of modern life, Stellenbosch remains more or less conservative of old habits and ideals, The mansions, monuments and molehills that usually grow old and decay through the passing and neglect of centuries, are still a living part of Stellenbosch—ancient, indeed, but not decayed.

Whether the members of that latter-day race of Colonial Dutchmen, the Africanders, be settled on the most distant boundaries of the great trek, or are still tilling the soil near Table Mountain, their veneration for the Stellenbosch nursery is perhaps akin to that of Scotchmen for Holyrood. It retains something more than an outward semblance of its ancient origin and aspirations. Many of its inhabitants trace their lineage direct to the earliest times, and they exult in the old traditions. It will occasion no surprise, therefore, to find that it is to this ancient town that many well-to-do farmers of the far-away veld proudly send their sons and daughters for collegiate training. They emerge educationally well equipped, bearing with them the Stellenbosch impress, as ineffaceable as the memories of boyhood always are. In many cases, however, other Colonial lads and lasses complete a professional course of education in the Universities and public schools of older countries, whence they return to participate in the national responsibilities of the home-land.

Several members of the new Transvaal Legislative Assembly gained their degrees at the Victoria College, Stellenbosch, and the most able members of the Het Volk party in that Assembly have spent much of their time at Stellenbosch.

To the westward of Stellenbosch is the hill called Papegaai Berg, derived from the custom of early times, originated by Van der Stel, of shooting at a target shaped like a parrot (Papegaai). The old burghers used to repair to the hillside and shoot for prizes, the principal award being £5 from the Honorable Netherlands Company for the complete shattering of the Papegaai, £5 in those days being worth more than it would be to-day.

The verdant environs of Stellenbosch abound with trees and economical and ornamental plants and shrubs, borne down with the fruits of the earth. So plentiful, indeed, is the annual fruit harvest that a flourishing jam and preserving industry of an extensive character has been established.

Some Typical Returns.—Stellenbosch.—Oathay, 1,467,775 bundles; Wine, 732,551 galls.; Spirits, 38,424 galls.; Dried Fruit, 21,836 lbs.; Skins, 10,631; Butter, 71,273 lbs.; Cattle, 4,731; Horses, Mules, etc., 2,697; Sheep, 8,901; Apples, 2,285,300; Pears, 1,807,350; Peaches, 2,123,600; Apricots, 1,351,700; Other Fruit, 7,916,802.

From Stellenbosch the traveller will be advised to visit:—

Jonkershoek, driving through the scenery adjacent to the Hottentot's Holland. Camera and pencil will find plenty of work amid the bright places on the drive and in and about the village.

French-hoek and its surrounding vineyards are also well worth seeing. The drive is exceedingly interesting, and the place itself is much favoured by holiday makers. The traveller may, of course, delay his visit till his arrival at Paarl, and thence take the branch train through equally pretty scenery.

Bosman's Crossing, Station 1 mile S.W. of Stellenbosch Station and 30 miles from Cape Town.

Eerste River, Village and Post Office, 10 miles S.W. of Stellenbosch and 2 miles S. of Eerste River Junction.

Eerste River Junction, 10 miles S.W. of Stellenbosch Station and 21 miles from Cape Town.

Somerset West owes its origin to Governor Van der Stel, and ever since his day it has remained a more or less thriving place of interest. The tourist will note the old house "Vergelegen," built and inhabited by Van der Stel, and there are others in the vicinity equally old and interesting.

Mountain climbs for those who climb, and drives for those who don't, are available in the neighbourhood, and among the adjacent Hottentot's Holland.

At one time it appeared likely that every timid person in the district would be scared away on the announcement that De Beers had obtained permission to erect an explosives factory near the town, but the little adage "out of sight, out of mind," probably indicates the reason why no such exodus occurred, the works being erected two or three miles away from the observation of the villagers. Instead of decreasing, the population has increased by the large number of white and black workers that are employed at the factory, greatly benefiting the township.

Somerset West Strand is almost part of Somerset West; the population is, however, chiefly of a visiting and migratory character, preferring to live in hotels or in camp near the scene of their out o' door enjoyments. Still, the Strand

and Somerset West are connected by a useful little tramway, run by the Cape Government Railway, which *en route,* also serves De Beers Explosives Factory.

At the Strand the chief attractions are, of course, boating, fishing and bathing. This resort is becoming more and more thronged every year, large numbers of people coming from all parts of the Cape Peninsula and from the inland districts to spend their holidays at a place that presents a wide horizon of enjoyment, embracing the adjacent districts of Somerset West, Somerset West Strand, and Gordon's Bay.

The knowing ones in the neighbourhood will tell the visitor of hidden treasure, to the extent in value of many thousands of pounds, lying at the bottom of the shallow sea close to Cape Hangklip, and it is said that the timbers of the ship that went down with the money can be seen when the water is clear. As may be supposed many strenuous efforts have been made to get at this treasure trove, but "so near and yet so far" expresses proverbially the result of every attempt. Something obstinately fickle about the sea, and unusually capricious about the winds frustrates the efforts of all the syndicates and divers that make raids on the sunken wreck. Whether this is also due in some measure to the presiding influences of a Van der Decken or some other occult guardian of the treasure, we know not; it lies peacefully in the sand, and seems likely to do so till the discovery of an effective method of raising such sunken riches.

The great, warm Indian Ocean current passes between this part of the coast and the opposite shore, "taking the chill off," so that ordinary bathers and even invalids may enjoy their sea bath at almost any time of the year.

Our notes were written at the time (February) when the shores and villages are most thronged with visitors. The season begins in December, and continues to July or August.

Resuming our journeyings, we leave Somerset Strand by rail, and arrive at **Sir Lowry's Pass**, whence the train will ultimately take us to Caledon along the new railway line, which was completed in 1902 at a cost of £439,000. We find a postcart at Sir Lowry's waiting to take us to Gordon's Bay, five miles distant, at a cost of 2s. 6d.—or 5s. return. A private cart can also always be hired for the return journey for 5s.

GORDON'S BAY is famous for honeymoons, and that is why, if we were newly married we wouldn't take our bride to Gordon's Bay, for it teaches a young couple to be disingenuous. No matter who goes to Gordon's Bay with a youthful wife, they are quizzed and inspected just as though they had not been married at least ten years. People on a honeymoon usually like to be select and private, and yet how often they go to much frequented watering places! At Gordon's Bay we met half a dozen newly wedded couples, including a relative of ours, who were all trying to gammon the onlookers that they were experienced married folk—the attempt being a transparent failure in every case.

The Bay has another name—Fish Hoek Bay—so that visitors may assume, as is the case, that fishes are numerous, and disciples of Walton may rejoice. The approach to the fishing grounds is along a magnificent beach leading on to the rocks, covered with seaweed and shell fish. The opportunities for those who ply the rod or the line, as Isaak Walton laid it down, are innumerable in quiet coves and on the promontories among the rocks in the sheltered but tricky waters so prized by the true fisherman.

Gordon's Bay.

Gordon's Bay has one recommendation which carries weight with all Capetonians. The south-east wind is seldom anything more comparatively than a gentle breeze owing to the protection of the mountains, so that bathers and others on the sands may have their recreation without the discomforts of a gale on the beach.

For pedestrians there are plenty of good walks. There is a road from Sir Lowry's Pass to Caledon which takes the walker right through the pass to a height of 1,530 feet, whence there are magnificent views of the Bay and the country-side. At the right time of the year this foot journey would be taken through heath and veld made beautiful by the variegated heather-blooms and wild flowers for which the district is famous. On the way refreshments for man and beast are obtainable whenever wanted at convenient stages. At the Palmiet-River there is an old wooden bridge across the river, and from that point the road opens out into expansive plains till the traveller reaches

Houw Hoek, where the train stops for about half an hour in the middle of the day, and permits luncheon at the picturesque hotel in our illustration above. The cart road is often parallel with the railway, on the same zigzag course through the Houw Hoek gorge, at the foot of which the Bot River, after a storm, races at a furious speed over the rocks. The journey continues till the pedestrian crosses the Bot River by another bridge, and shortly reaches Caledon.

Bot River Station. On arriving here, the traveller will decide whether to go right on to Caledon, less than two hours' distant, and visit Hermanus on his return journey, or get off at once for the enjoyable purpose.

Hermanus. With an open, verdant back country, Hermanus is principally famous for its wild-looking, slippery rocks, sandy coves and picnic places, all along the shore. In the finest weather the sea beats with mighty force against the shore as though determined to make an indelible impress upon nature's rugged face. There is seldom lacking the breeze (productive of colour for human cheeks that may have known no bloom for many a year), carrying along with it the finest sea-spray and the indescribable odour of ocean brine and seaweed. Such an atmosphere is the best advocate of practical deep breathing and is a restorer of lost appetite. How the frolics of the youngsters remind us of those innocent days when, with our own little spades and buckets, we delved and adventured as only reckless boys and girls know how. Elders and youngsters alike go a-fishing on the rocks at Hermanus, and hour upon hour with rod and line among the seaweed and spray of tossing, tumbling, crashing waves, usually pass like moments, for there is no lack of bites in the calmer waters of the nooks and coves, and soon one's creels are full of finny prizes. Now and then, of course, the hook will get into the forgotten cranny of a submerged rock, whence may

be hauled out merely a crab, but even he is a prize, for the edible crabs of Hermanus rank among the dainties of the table. Hermanus fishes, crabs, periwinkles and oysters served up with Hermanus fresh eggs and butter, South Down mutton chops, beef steak and kidney puddings, fresh vegetables, salads and other side lines of Hermanus dining tables, in dainty rooms or on airy, cosy stoeps, followed by the luxury of a Colonial grown and manufactured Havana, or whiffs of Transvaal tobacco in calabash pipes, are presided over by that spirit of camaraderie that in the Colonies often levels down formalities, and in a few hours makes the sojourners mutual friends and sometimes even "jolly good fellows." The daily menu of joy at Hermanus will linger pleasantly in our memories till the daisies grow over us.

The Hermanus fishermen, whose livelihood depends on their hauls, often do remarkably well. The best catches are geelbek and snoek, whenever a shoal comes this way. At the time of our visit between two and three thousand fishes had been landed for the day's catch, paying the crews of the boats about £2 per man. One man hooked as many as 74 fishes. As buyers were paying from 1s. to 1s. 3d. a fish (counting three of small size as two), this meant about £2 10s. for his morning's catch.

CALEDON.—The Fiscal Division contains 1,772 square miles, and the census division a population of 6,717 whites and 1,628 coloured. The principal products are wheat, oats, oathay, barley, tobacco, wine, fruit, wool, sheep, and spirits. The annual average rainfall is 20 inches, and the wettest month, June.

Caledon. Lat. S. 33 deg. 13 min.; long. E. 19 deg. 25 min.; height, 760 feet; population, 2 059 white, 1,449 coloured.

DURING the last few years Caledon has become famous among tourists, both on account of the attractiveness of its scenery and its virtues as a health resort. In winter time cold winds sweep over the country, and would cause great inconvenience to the town but for the adjacent protection of the Zwartberg and Hartebeeste mountains. The open air treatment for consumptives has been recommended by medical practitioners, the climate being dry, healthy and bracing, and as all modern conveniences are procurable locally, especially since the railway was extended to the town, there is every likelihood that advantage may be taken of these favourable features.

Sportsmen from all parts of the Colony visit the district during the unprotected game season, for antelopes, pheasants, partridges, hares, snipe, duck and other wild fowl are abundant in the mountainous districts, and in the plains and valleys.

A considerable business is done by the inhabitants in gathering everlasting flowers and flowering heaths, and sending them to Cape Town for sale. Large quantities of the flowers are also sent to Europe.

It is seldom that a course of treatment for rheumatism, gout, kidney diseases or lumbago fails to give quick relief at the Caledon chalybeate baths; indeed, in many cases complete cures have been effected. As we have said the reputation of Caledon has spread far afield, owing to its baths, which receive patients and invalids from many parts of the world.

The Sanitorium has nearly twenty of these baths, as well as a swimming bath of the same water.

We travelled in the train from Caledon with an officer of a crack English regiment garrisoned in Cape Colony. He said he was virtually cured of long standing acute gout through taking the baths for about three months. He had gone to Caledon a helpless cripple, unable to put a foot to the ground, the limbs more or less distorted, and full of pain. His condition had, through the treatment, become almost normal, merely a little stiffness remaining in the limbs, but otherwise a comparatively healthy man. Not only residents in the Colonies, but invalids from the Indies and Egypt frequently visit the baths on the recommendation of their friends.

According to Professor Hahn, the Caledon thermal-chalybeate spring is the most remarkable spring in South Africa, so far as is known at present. In connection with the early history of these waters, and of special interest just now, an old atlas, printed by H. de Leth, at Amsterdam, about the year 1700, is worthy of note. The bath river is shewn in the map of Africa in the neighbourhood of where Caledon now stands. It thus appears that the bath bore a great reputation, and was more generally visited 200 years ago than it is to-day, which proves that we are not always prone to take immediate advantage of the good things that Nature has provided for us. The composition of the mineral

ingredients of the water of this unique spring has been ascertained by analyses and observations made at the spring.

Dr. Hahn's analysis is as follows. (Temperature 49 deg. Celsius) contains in 1 gallon:—

Hydric ferrous carbonate	3.223 grains.
Common salt	4.027 „
Sodic sulphate	0.862 „
Silica	1.802 „
Alumina	0.756 „
Calcic sulphate	1.624 „
Calcic carbonate	a trace
Magnesic sulphate	1.054 „
Potash	a trace
Total	13.348 grains.

In order to compare these results with the composition of the mineral constituents of other springs in which the quantities are mentioned contained in 1,000 parts of water, the following statement will be useful:—

A thousand parts of the water contain:—

Hydric ferrous carbonate	0.0460 grains.
Common salt	0.0575 „
Sodic sulphate	0.0123 „
Silica	0.0257 „
Alumina	0.0108 „
Calcic sulphate	0.0232 „
Calcic carbonate	trace
Magnesic sulphate	0.0150 „
Potash	trace
Total of mineral ingredients	0.1905 grains.

Ratio of hydric ferrous carbonate to total of ingredients:—

0.0460 : 0.1905 — 1 : 4.141.

Since the arrival of the railway train, the population of the district has greatly increased, and so, of course, has the enterprise of the growers of wheat and tobacco, and those who tend, gather and vend the everlasting flowers and heaths, the wine and brandy makers, and the sheep farmers who grow for the wool. Not among the least of the improvements and progressive industries that have gone ahead with leaps and bounds since the completion of the railway, are lucerne growing and irrigation, and the prediction made by the farmers five or six years ago that, with the opening of the country by the railway, the production of the commercial profits of the country would be increased many times over is certainly becoming fulfilled.

The Dutch Church cost the worshippers £7,000, contributed at a time when depression was real and money scarce. The fine Anglican Church, which cost even more, is equally illustrative of Englishmen's devotion. There are the usual other churches, a good library, and a spacious public hall, holding 250 to 300 people.

The streets are planted with oaks and blue gum trees, under the shade of which the town dwellers perambulate the streets bent on business, pleasure or gossip with the comfort unknown in larger towns.

One of the most wonderful places in South Africa lies almost midway between Caledon and Hermanus near Stanford. It is like a vast cemetery. Many square miles of decomposed fossil bones of reptilian animal and bird-like form, myriads of big bones, thousands, aye millions, of tiny bones, bits of fossil sea birds, innumerable thighs, jaw bones, teeth of all sizes, knee-caps and bony caudal appendages of elephants, rhinoceros, eland, saurian and vertebrates of every possible species, appear, in some mysterious manner, difficult to explain under the head of any "ology" to have got together and become cemented together till they now form an immense formation of earthy phosphatic bone material. Many opinions have been advanced to account for this extraordinary foregathering. The most probable theory seems to be that the bones were due to the hunting propensities of neolithic men. The banks of the shallow bay in the Stanford depression might have been a favourite resort for the marsh loving animals and consequently a happy hunting ground for our prehistoric forbears. But even this plausible theory was hardly convincing to us as we wandered for miles over the great mounds and countless heaps of remains and inspected the cliff like faces of excavations disclosing bones—nothing but bones. The commercial value of the deposit as a manure is said to be considerable. Even as a weak phosphatic lime deposit, the quantity is so great and the cost of conveyance so small that it ought to be of great use to the farmers. We brought away several samples of the earth containing this bony debris, and had them assayed by the Cape Government Senior Analyst. The following is the result:—

Sample No. 1.—.81 per cent. Phosphoric Oxide. (P_2O_5).

Sample No. 2.—1.51 per cent. „ „ „

Sample No. 3.—2.99 per cent. „ „ „

Some of the farms in the neighbourhood are well worth visiting, particularly that known as Dunghay, the property of Mr. J. J. de Villiers, which produces a great quantity of grain and wool annually. Mr. De Villiers also obtains from his

vineyards about forty leaguers of wine annually most of which find a ready market in the district and immediate localities. He vats a good deal of wine in his commodious cellars on the homestead. "Fairfield," the residence of Mr. P. E. van der Byl, is a large picturesque old Dutch homestead. Mr. Van der Byl's farm contains 40,000 acres, and although not cultivating the whole of it, he annually gives over a fresh area to the plough and harrow.

No matter where the tourist may go in the Caledon district, he will find a welcome among the farmers.

Post Cart, Caledon to Bredasdorp, 50 miles, Mondays, 5.30 p.m.; Wednesdays, 6 p.m.; Fridays, 5 p.m., £1, Return £2. Storm's Vlei, 36 miles, Tuesdays and Thursdays, 5.0. River Zonderend, 24 miles, Tuesdays, Thursdays and Saturdays, 5.0. L'Agulhas, 70 miles, Fridays, 5.0. Napier, 40 miles, Mondays, Wednesdays and Fridays, 9 p.m., 15/-, Return £1 10s.

Approximate Road Distances.—Caledon to Worcester, 55 miles N.; Swellendam, 75 miles E.N.E.; Robertson *via* Storm's Vlei, 83 miles N.E.; French Hoek, 40 miles N.W.

Some Typical Returns.—Caledon.—Wheat, 60,797 muids; Oats, 130,815 muids; Oathay, 590,954 bundles; Barley, 33,617 muids; Tobacco, 56,385 lbs.; Wine, 75,536 galls.; Spirits, 27,757 galls.; Dried Fruit, 53,809 lbs.; Wool, 504,743 lbs; Skins, 20,769; Butter, 10,010 lbs.; Cattle, 8,438; Horses, Mules, etc., 6,380; Sheep, 153,023; Goats, 12,323.

Kuil's River. Village and station 15 miles E. of Cape Town. Near this place an extensive find of tin has been made, and a large company formed to work the deposit.

Mulder's Vlei Junction (for Elsenburg Agricultural College), 25 miles from Cape Town.

At Mulders Vlei we alight to visit the Government Agricultural College and the farm of Elsenburg, and at the same time to inspect and admire the beautiful old house that serves as the hostel of the students. The house and farm belonged, for many years, to an old Dutch family, and was acquired by the Government for the purposes of experimental farming and the training of students in practical husbandry. The course of study comprises agriculture, fruit and viticulture, chemistry, botany, entomology, dairying, poultry, farming, mechanics, mensuration, surveying, veterinary science, besides all kinds of practical work on farm, vineyard and orchard, in engineering and woodwork shops, and in the dairy.

To proficient students, diplomas are issued by the Government. The farm is admirably adapted for the purpose, the maximum amount of skill and enlightenment being required to produce minimum crops from some portions, so that methods of intense culture are being brought into use. On other portions, the land is more productive, and but little tillage is required, so that the students may apply themselves to garden and orchard work under ordinary conditions, taking practical lessons in providing their own homestead with the necessaries of life. The college has turned out many capable farmers, who are doing well at their callings. A library, a museum, athletic club, and a debating society are connected with the college, and a set of rules to be observed by the students is so wisely framed that few, if any, breaches occur.

The college is entirely self-controlled, subject to the ordinary regulations observed by Government servants. Formerly it was under the direct control of one of the Government departments.

PAARL.—The Fiscal Division contains 610 square miles, and the census division a population of 12,438 whites and 17,985 coloured. The principal products are wine, raisins, fruits, wheat, barley, oats, oathay, butter, wool, sheep, horned cattle, spirits. The annual average rainfall is 30·6 inches, and the wettest month, June.

AARL (lat. S. 33 deg. 45 min., long. E. 18 deg. 57 min., height 500 feet, population—white 5,041, coloured 6,252) situated on the banks of the Berg River, along which it extends in a straggling line for a distance of about seven miles. Paarl Station, P.O., T.O. and M.O.O., 35 miles from Cape Town, is near the south end of the town. Civil Commissioner and Resident Magistracy.

The scenery traversed by the railway line to the Paarl is singularly attractive, the famous Drakenstein Mountains looming up in shadow against a background of vivid, deep blue sky, and undulating valleys and evergreen slopes, relieved here and there by the white walls, thatch or red tiles of homesteads and farms.

We need go no further than the Paarl railway station to get a foresight of the beauties of the country side "hereby" (as the Scotch guard of our train said), just getting out of the train, halting for the usual ten minutes, and going quickly along the road outside to the left, we at once enter a graceful avenue of trees that nobody would expect to find except in Cape Town or its suburbs, or on some carefully tended estate abroad. A nimble walker may even get to the top of this avenue, where others even more glorious meet the eye.

These beautiful avenues of firs and poplars were planted many years ago; the result displays the excellent taste and judgment of the planters. What projects were then afoot for building or elaborating

the beauties of this part of the Paarl district is not known. Probably the work was but the outcome of the resident's desire to leave the world more beautiful than he found it, if so he succeeded better probably than he expected.

The valley of the Paarl is a valley of charms and prosperity. If one asks well-informed Cape Colonists which place one should visit first on the northward

journey, the opinion will probably be about evenly divided between the charms of Stellenbosch, the Paarl and Worcester. After visiting Stellenbosch this will scarcely be wondered at, for the old-fashioned, reposeful dignity of the former, and the picturesque, rural, business-like aspect of the Paarl are well contrasted.

And yet the beauties of each place account for the diverse opinion expressed above. The Paarl is a straggling line of cottages, villas, farms, orchards and vineyards, with here and there a cart and waggon works, a tannery, or a jam and preserve factory, extending about seven miles along the banks of the Berg River. Standing in the east, the spectator places the town against the magnificent background of the Paarl mountains, with their great land marks of granite boulders, known as the Pearl (Paarl), Britannia, and the Gordon. The name of the district is derived from these "Pearl" boulders. There is no more truly rural nor prosperous place, than the Paarl in South Africa, and nowhere is there a greater absence of laziness and indolence, every youth and maiden, and every man and woman of advanced age seeming to be busily garnering the fruits of the earth from day dawn till sunset, or to be engaged in industries that just as surely bring grist to the mill. The slopes of the hillside are distinguished by great bright green patches of vineyards and fruit gardens, in grateful contrast to the ruggedness and blackness of the over-towering heights above them. The mountain tops are just the right height for mountaineering. Their summits are systematically attacked by local woodmen with axes and saws till they yield immense stores of fuel for the town and district below.

The Drakenstein range of mountains, a few miles away, acts beneficently in breaking the force of the south-east winds, for which the Western Province folk have such a wholesome respect.

The vineyards and wines of the Drakenstein are already famous at Home and abroad. Gradually and surely the wines of the Cape are coming before the public. The Paarl vintages are particularly sound and palatable, and are gaining in public favour every day.

Walking tours and cart drives in the town and vicinity may be taken through orchards, vineyards and stock farms, and there are plenty of pleasant mountain climbs, some fresh and charming scenes and incidents opening up on every trip. The ascent of the Britannia Mountain is not at all an arduous climb, and the view obtained is well worth the trouble. On a clear day Table Mountain and the open sea are quite visible.

The water-works on the mountain side, which supply the town's water to the place, are within an easy walking distance. Among the attractions are the Rhodes farms, and the neighbouring orchards and vineyards of other growers.

The farmers are very obliging, although some of them are a wee bit canny. We were most hospitably treated by one enterprising farmer and orchardist. We started immediately after breakfast to take some snap shots of farms, orchards, vineyards and other pretty places. Our host informed us he had a nice, neat vehicle in which he had placed a huge wicker arm chair for us to sit in. It was something in dimension and style like a cross between a bullock waggon and a child's go-cart. He was sure we would find it agreeable, for it had that very morning taken a lady to the railway station. So we did, for we like humour as much as pictures and notes. All went well till the thing began to negotiate the roadways. How we gripped that arm chair as it rocked to and fro with every turn and twist of the roads! Mokoi, who, like all Kaffirs, has a keen sense of humour, had the reins, and wo-woed and ge-upped most skilfully, and became very excited as we suggested borrowing the turn-out for a parade in Adderley Street.

In the Valley of the Paarl and Hex.

Leisurely explore old Paarl. Don't hurry—nobody walks quickly or pants for breath in these delightful Cape Edens. Step up to one of the old Dutch houses, notice the durable, tenacious quality of the cement that binds together the tiny bricks, and measure the thickness of the walls. The early Dutchman built like the ancient Roman—from three to four feet is quite common. Having made this examination, the result may be taken to indicate every similar house and ancient Dutch structure in the Colony, including the churches. The Dutchmen, like the English Colonists, came to South Africa to stay; they built their houses and churches consistent with this intention, and everything in stone, bricks and mortar indicates the resolve. Every old Dutch building, every belfry, and every tomb marks indelibly the colonising character of the early settlers.

The river Berg, upon the banks of which a considerable portion of the Paarl village is built, in most of the months of the year is of considerable volume, and is much used in suitable places for bathing and fishing.

Paarl Church was built in the early part of the eighteenth century, and an old writer described it to be as big as one of the largest size hay barns, and neatly covered, as are the other houses, with dark coloured reeds, but without arching or ceiling, so that the transoms and beams within made a miserable appearance. There were benches on the sides for the men, but the women had each of them their chair or stool in the aisle. Mrs. Trotter says these chairs involved a good deal of etiquette. A young girl would be placed in the back of the church, and as her elders died or moved away, she would find herself in the front row. Some old Colonial families possess these chairs as heirlooms.. The church still bears some of its original quaintness, with a great deal of added architectural adornment of a later period, and in other respects nobody would imagine the Paarl Church of to-day as the Paarl Church referred to by the critic of old.

Paarl Street.

The visitor will be sure to record with pencil and camera the quaint beauties of the ancient architecture of such places as Drakenstein and French Hoek. Every resident in the neighbourhood will point out the old houses, and probably be able to give some description of them.

Close to the Rhodes Fruit Farms is Lekkerwyn, an old house modernised. Generations ago it belonged to Ary Lekkerwyn, the name meaning "good wine." The place was granted to him in 1690; he married a Huguenot refugee shortly afterwards, and there our information about him ends.

Again Mrs. Trotter refers to the effect of these old world houses upon the mind of a tired traveller in a place like Drakenstein, for she says it is not easy to describe the extraordinary impression upon the new comer. Dusty, hot, tired, travelling on a loose, sandy road, a gusty wind sweeping over the veld, ignorant of local history, one after the other, white gables and long, low walls came into sight, and personal discomfort is forgotten. Even then half the magic of the

place is unrevealed; the cool Berg River beyond the slope of the orchards and vineyards: bathe there in the very early morning if you have the chance, and eat apricots afterwards. The radiant star-lit nights when you watch perhaps the flame of fields of immortelles lit by some chance spark against the sky line of the mountains. And the wonderful detail of the houses, the lowered screens,

Lekkerwyn.

the teak wall cupboards and ebony inlaid wood work, the panelled doors with their ornamental escutcheons and crutch handles.

Besides the purely horticultural and agricultural industries, there is an extensive manufactory of Cape carts, waggons, carriages, etc., and wool scouring works. Paarl is also well known for its granite. Several quarries employ a large number of men. Paarl granite is used in many parts of South Africa in the construction of some of the finest buildings. Much of the beauty of the Houses of Parliament, Cape Town, is owing to the use of this stone.

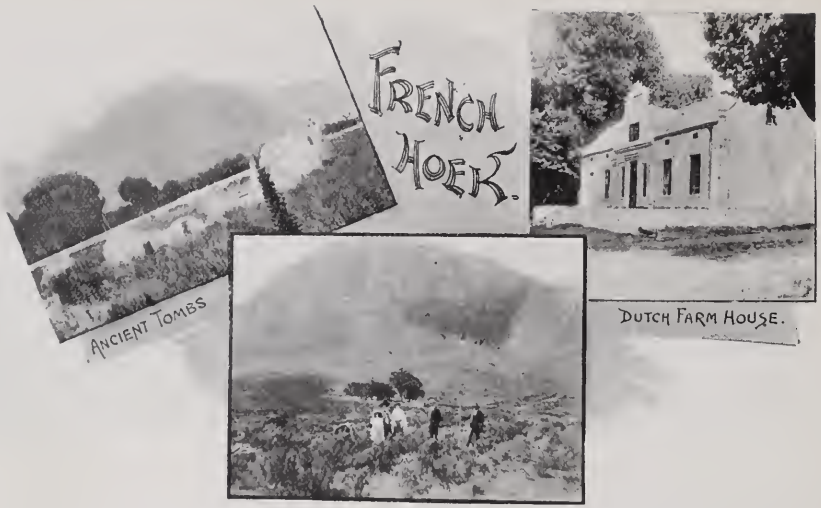
Approximate Road Distances.—Paarl to Tulbagh, *via* Wellington, 40 miles N.; Ceres, *via* Bain's Kloof Pass, 40 miles N.N.E.; Worcester, *via* Bain's Kloof Pass and Darling Bridge, 48 miles N.E.; Malmesbury, 40 miles N.W.; Cape Town, 35 miles W.S.W.

Postcart to French Hoek, 15 miles S.E. of Paarl Station, 3½ hours.

French Hoek, 15 miles S.E of Paarl Station at terminus of branch from Paarl, which is 35 miles from Cape Town. Periodical Court, P.O., T.O., and M.O.O., hotel and churches.

When at Paarl the tourist will, in answer to the inquiries that all tourists make, hear that on no account must he leave the neighbourhood without visiting French Hoek, especially if he possesses a camera. He finds that he may get into a train on a branch railway from Paarl to French Hoek, making the journey in a conveyance which is a combination of the mountain car and locomotive that he had probably met in his European travels. It is but seventeen miles to French Hoek, yet the little train runs through some very pretty country, including the cultivated orchard districts of Simondium and Groot Drakenstein. He will be very close to the base of the Drakenstein mountains, just where they join with the Hottentot's Holland.

French Hoek itself is an old Huguenot settlement, and like all interesting places, it is distinguished by the solid, enduring nature of everything the early



settlers initiated. There are some fine old houses, the architecture of which has been thought worthy of reproduction in standard works upon the subject. The houses "Burgundy" and "La Dauphine" should be particularly noted.

Burgundy and Dauphine are the old Huguenot houses that were attached to the farms of Pierre and Jacob de Villiers. The men, who were Dutchmen, married Huguenot wives—Margarithe Gardiol and Elizabeth Teaillfere. Dauphine is a fine ornamental house, dated 1800. It is surrounded by huge trees, and has a tall cypress dating from the earliest times. Burgundy is a quaint little barn-like house, with rude, elaborate plasterwork patterns, green shutters and mountain background.

In this district the Frenchman faithfully carried out orders from headquarters, so that his farm has become a wonder of beauty. The oak trees, which are planted at the rear of the farm, right up the mountain slopes, shot up so rapidly that the wood is of little use as timber.

There are many other old houses with similar histories.

The place is also planted with other old oak trees, which, despite their age, have not even yet assumed a venerable appearance.

Mountain hills and waterfalls combine to make artistic effects, and if to these be added the sky tints and cloud effects that can hardly be excelled, the camera artist, who can use both lens and brush, has ample scope for the making of pictures that will secure his reputation anywhere.

Several private people in the town and district will be found ready to treat the tourist either as a "paying guest" for a short time or to treat him as an ordinary boarder, just as he pleases. He merely chooses and pays.

Postcart to Paarl Station, 3½ hours.

Groot Drakenstein. Post Office and farm, 6 miles N.E. of Paarl.

Hermon (altitude 240 feet), village and station, 60 miles from Cape Town. P.O. and T.O.

Postcarts : To Riebeek Kasteel, six miles N.W. of Hermon, one hour ; Riebeek West, nine miles N.W. of Hermon, two hours.

Kraaifontein Junction. Station 19 miles from Cape Town, and the junction of the Malmesbury branch line with the main line. P.O. and T.O.

Simondium, Station and Hamlet ; P.O., T.O. and M.O.O. ; eight miles from Paarl.

The little village of Simondium was called after the first French minister Pierre Simon, who lived in this district under the protection of Jacques de Savoye, the richest and most influential of the French refugees.

Wellington.—Alt 324 ft. One mile from Wellington Station, which is 45 miles from Cape Town. Assistant Resident Magistracy, P.O., T.O. and M.O.O. Churches and Public Library. Population : white 2,408, coloured 2,403

ELLINGTON lies close to the Drakenstein mountains, and near the celebrated pass known as Bain's Kloof. The town is well arranged and has a plentiful supply of mountain water. A few years ago when it was the terminus of the railway line the inward and outward forwarding business was considerable. Some of the present residents and their forbears became wealthy in those days. Wellington was one of the first places to be moved by the the co-operative spirit of the times. The farmers started long along to establish a co-operative creamery, which should enable them to make butter and cheese for home consumption and export. A thriving company, called the Wellington Co-operative Winery, and others, more or less co-operative, have begun to do business on a large scale.

The district is one of the most picturesque in the Colony. We were met at the railway station by a cart, the driver of which had but one eye, and a monosyllabic English vocabulary, though in Dutch he was voluble. We dwell on this driver because he is one of a type—poor but honest, a member of the Dopper Church. His forbears were cart drivers, and his only son will drive. Who drives because it is his inherited occupation and whose charges are stated as a matter of orthodoxy. One shilling from or to the station and double fare after hours—no matter whether the hour be eventide, midnight or cockcrow—only double, and nothing more. Wellington's cabbies know no system of extortion—we are accustomed to look for it among cabmen, but Wellington cabmen taught us to remember that Piet Retief of this parish, and "No. 5,000," of Picadilly Circus, are bred in different schools. Wellington's cabby, expecting no passengers by the "two up" in the early hours of a new day, slumbered peacefully at home. Ignorant of this, we alighted at Wellington and sent for the cab, two miles away. Along came cabby, as lively as though he had never been asleep, and, without a murmur, took us to the hotel. With our mind's eye on a lonely half-sovereign in our trousers' pocket, we meekly enquired the fare: "Two shillings, after hours, please;" and we paid it with a bonus addition that gave us more pleasure than many another

WELLINGTON FROM AFAR

A STREET IN WELLINGTON

tip has done. After this it seemed good business to commandeer Piet Retief for a day's outing. He drove us round, and, for a most reasonable charge, became our guide, philosopher and cabman for the day. Visits to the farms and orchards of some of the principal residents in the district well repaid us for the trouble. Orchards well laid out, every tree well pruned and budding with promise of a full crop, vineyards displaying all the skill and acumen of the best Algerian and

French Vignerons, and free of all trace of disease or sterility. Prosperous farmers these of Wellington, typical of their class throughout the Cape. Whatever the coast towns may feel of depression, there is little or none of it among the farmers of Cape Colony—the core is sound.

The days of our visit were in the heat of a Wellington summer, and we felt the wisdom of the ancients of the past in planting trees in the streets among which the roomy old houses snugly ensconce cooled by the refreshing green shade. At the height of the day's heat the streets are empty, and Wellington seems to be sweetly sleeping, free from the carking cares of the life of the common or garden outsider. At one o'clock all sign of life has completely disappeared. Offices and stores are closed, and tiffin is on. About three or four o'clock there is another general holiday for afternoon tea or a snooze, and then, perhaps for another hour, till 5 p.m., Wellington may be busy, but not bustled, not even for football or cricket. Like Paarl, although not so extensively, Wellington does a good business in the making of carts and waggons, leather and harness, wine and brandy, jam, and even vinegar. Orchards are everywhere, and yield enormous quantities of fruit, much of which is converted into jam, and dried, for which factories have been established.

Needless to say the town and district are very healthy.

On our return from our trip round we were just in time to witness a cricket match played on the local ground between a team from Paarl and the Wellington youth, in which the latter were victorious. A well dressed crowd of spectators were in attendance, and entered fully into the enjoyable enthusiasm of the game.

We left early next day for the Bain's Kloof Pass. We wanted to see this famous pass because we had heard of the beautiful scenery in its neighbourhood and of the remarkable nature of the engineering work, and we were not disappointed.

The passage through the Drakenstein *via* Bain's Kloof leads to the fertile valley of the Breede, and affords a fine outing for the tourist.

The pass is supposed to be kept in order through tolls levied upon those who travel through it, but this can hardly be sufficient for the purpose now that most of the former traffic has been diverted by the railway. The beauty spots among the mountain slopes and grassy valleys, where here and there a homestead and garden prettily surrounded by bushes and trees as wind breaks tell of well-to-do farmers and profitable broad acres.

Our first sixpenny toll was collected at the point where the ascent of the mountain path began. This widened out about ten miles from Wellington, where we reached an altitude of about 1,800 feet above our starting point, the first toll gate.

The atmosphere was marvellously clear, and the distant view of the Paarl and its imposing mountain scenery very enjoyable. The descending journey was made amid wildness, and all prettiness seemed to have disappeared.

A narrow pathway such as this kloof hewn out of the mountain side is common enough to mountain travellers in Europe, but it is sufficiently hazardous to be exciting to the novice. Everybody taking this interesting journey from Wellington to the Breede River Station should take his skoff-box with him, for there is no hotel *en route*, and the bracing air is very appetising.

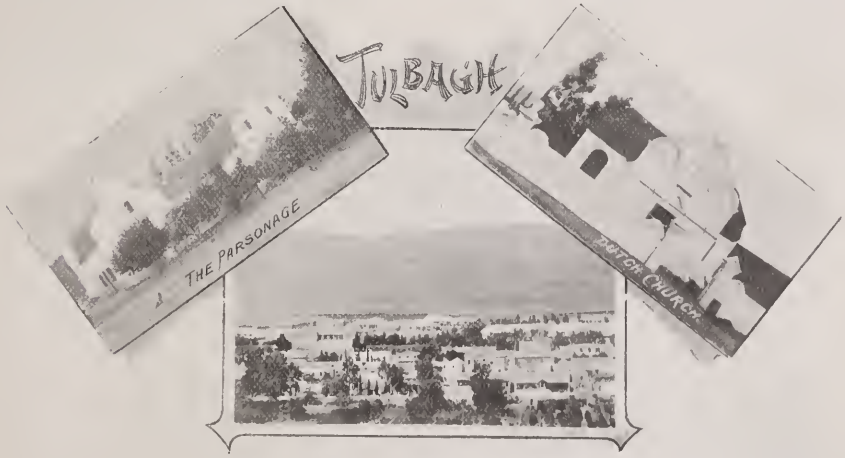
Before exploring the kloofs and nooks in our path we were fortunate enough to meet some old residents, who thrilled us with their lion and tiger adventures, and tales of havoc wrought among the cattle. We were told that lions and "tiger cats" still prowl about the mountain paths and fastnesses. We didn't doubt it, and looked carefully to the priming of our rifle, while Mokoi looked as unconcerned as though he had heard the yarns before.

Some Typical Returns.—Paarl.—Wheat, 17,943 muids; Oats, 22,250 muids; Oathay 3,904,370 bundles; Wine, 1,185,990 galls; Spirits, 93,256 galls.; Dried Fruit, 356,468 lbs.; Butter, 64,912 lbs; Cattle, 7,627; Horses, Mules, etc., 5,335; Sheep, 23,998; Oranges, 2,027,940; Apples, 5,207,855; Peaches, 5,364,938; Apricots, 24,297,875; Other Fruits, 25,516,231.

TULBAGH.—The Fiscal Division contains 373 sq. miles, and the census division a population of 2,311 white, and 5,121 coloured. The principal products are wine, raisins, fruits, oathay, tobacco, spirits, butter. The annual average rainfall is 21.68 inches, and the wettest month, May.

Tulbagh Road, Railway Station on C.G.R., 75 miles from Cape Town. P.O and T.O.

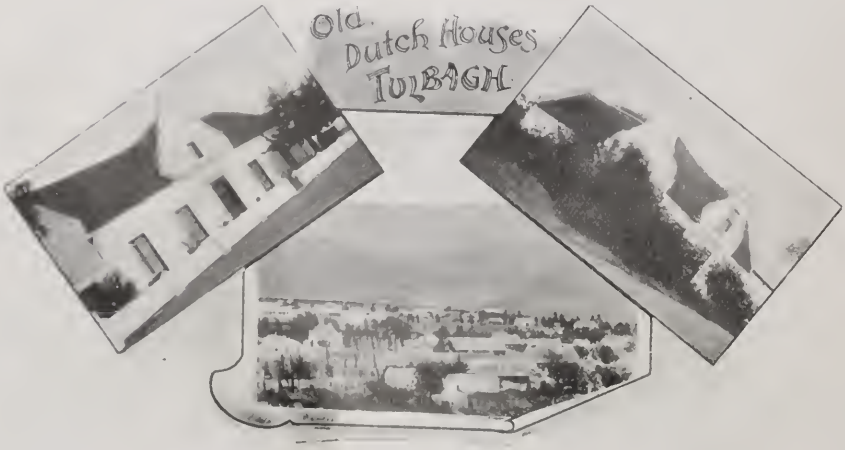
Tulbagh, four miles N.E of Tulbagh Road Station C.G.R., which is 75 miles from Cape Town. Civil Commissioner and Resident Magistracy, P.O., T.O. and M.O.O.



Tulbagh is a pretty straggling little town, with one long main street situated about three miles from the old Roodezand Pass across the Ubiqua Mountains. In the town there are several ancient Dutch-Huguenot architectural remains of great interest. The old church is particularly worth noting, and recording, and even the tombs, walls and gateway of the churchyard are distinctly "old time," and remindful of the days when people of quality lived and died at Tulbagh. A mile or two out towards the foot of the Roodezand, there is the old Drostdy, where the Magistrate held his Court. It is a spacious roomy place and

in good repair, for it is now happily occupied by an hon. member of the Cape Parliament, who loves every grain of cement that binds together its bricks and plaster, and never tires of measuring and remeasuring its massive cellar foundation walls (six feet thick in places) every time he proudly shews his visitors the remarkable points of the stately old house. "Look at those walls," says he, "built not only for time but for eternity, because those early Colonists were building for the future greatness of South Africa—they came to stay." The old Drostdy was desolate in its decaying dignity a few years ago till its present owner purchased it, with the surrounding estate, and converted the land into flourishing

orchards and vineyards, erecting at the same time a wine cellar and fruit factory. Beneath the halls of the old building there are the old prison dungeons. Skeletons of prisoners and convicts in chains have been discovered by the neighbouring farmers when digging near the place. How much of the grim tales that are told of the old town and its Drostdy may be true matters not a whit, for happiness and brightness are all around the neighbourhood to-day; indeed, the valley of the Tulbagh bids fair, ere long, to become one of the most important rural industrial centres in the Colony. Its climate is almost unique for the preservation and drying



of fruit, the summer atmosphere particularly being dry and hot, and yet fresh and bracing. There are many orchards and vineyards and well kept little farms in the valley and on the neighbouring mountain slopes, and the town is pervaded by that comfortable "never hurry, plenty to-day, good hope for to-morrow" amosphere that distinguishes other similar country towns in the Western Province.

Our visit to the Tulbagh Valley was made in the month of September at the time when the surrounding pastoral lands, the knolls and the nooks were filled by the beautiful flowers for which the district is famous. We gathered some of the least perishable sorts, and shipped them off to our flower-loving friends in far off lands. There was some excitement in the township relating to the forthcoming flower show at which it was anticipated large numbers of people from Cape Town and other districts would attend as usual.

Postcart to Tulbagh Road Station, 45 minutes.

Some Typical Returns.—Tulbagh.– Oats, 8,999 muids; Oathay, 1,071,048 bundles; Tobacco, 17,565 lbs.; Dried Fruit, 60,463 lbs; Skins, 39,657; Butter, 33,383 lbs.; Cattle, 5,014.

CERES.—The Fiscal Division contains 3,871 sq. miles, and the census division a population of 3,360 white, and 3,522 coloured. The principal products are wheat, rye, wine, raisins, fruits, wool, tobacco, butter, sheep. The annual average rainfall is 24 34 inches, and the wettest month, March.

Ceres Road, Railway Station on C.G.R., 84 miles from Cape Town. P.O., T.O. and M.O.O.

Here we found a cart with spanking mules waiting to take us through Mitchell's Pass to Ceres, ten miles north-east of Ceres Road, and 490 feet above the station starting point. Just before commencing to ascend the pass we paid a visit to Mr. Grey's estate, part of which he cultivates for fruit and corn crops, and on which is established an extensive wool washing and blanket factory. Mr. Grey very courteously shewed us all over the estate, and explained that over fifty years ago the Dutch farmers who lived right up in the Bokkeveld and other adjacent parts of the Ceres District had no such road as this through the pass, but had to drag and even lift their carts and waggons with heavy goods over great rugged boulders and crags that made the journey toilsome, long and dangerous. Loads had often to be shifted and carried on the backs of the mules, and even the waggons and carts had to be taken to pieces and carried over the mountains.

Every traveller who has visited Ceres testifies to the interesting nature of the journey from the station. We penetrated the pass late in the afternoon. Never was seen anything grander and more beautiful. We seemed to be almost on the top of one range of mountains and looking across to another just at the moment when the long shadows were changing into thousands of different tinges under the setting sun. Only the highest peaks got the light, and were all shades of delicate pink deepening into rich purple in the shadows, while below there was a long wavering line of delicate blue mist. At one point, looking into the valley below us we saw the bent form of an old baboon ambling silently along

with a long stick in his hand, and looking so human that we were startled to see him throw away the stick, drop on all fours, and scuttle away into the bush.

The drive itself in the bracing mountain air is exhilarating. Here and there, reposing in the valleys or at the foot of the mountains, we looked down upon cosy picturesque homesteads and farms.

The journey through the pass usually occupies one and a half hours, but as we occasionally alighted we took nearly two hours.

Ceres (lat. S. 33 deg. 22 min., long. E. 19 deg. 19 min., height, 1,493 feet; population – White 946, coloured 1,464) ten miles north-east of Ceres Road railway station, on the Cape Government Railway, which is eight-four miles from Cape Town. Civil Commissioner, Resident Magistracy, P.O., T.O., and M O O.

Signs of solid prosperity met us everywhere as we entered this beautiful town on the high mountain plateau.

Protected by the mountains around them, the Ceres people fear nothing from the boisterous south-east winds.

Beautiful trees line the wide, well-made and well-kept streets of the town, and a plantation of firs affords a pleasant retreat, where we often sat on comfortable seats or wandered at will 'neath their foliage and amid the fragrance of native flowers and fresh cut hay.

At the altitude which Ceres occupies, under ordinary circumstances, lean times rather than fat would have to be recorded were it not that against the keen south-easterly winds that tear through the country, Ceres is protected by the surrounding mountains, which are, however, sufficiently distant to prevent the atmosphere from becoming humid and unhealthy.

Ceres is 2,000 feet above sea level, and the climate at this point is sufficiently bracing for the good health of the ordinary resident, but, ascending higher still, the cold Bokkeveld plateaux are reached, where the mountains attain their highest point 6,840 feet in the lofty Winterhoek peak. Mountain streams flow to the Oliphants River, which flows to the Atlantic, and the Breede River running into the Indian Ocean absorbs the mountain streams on the other side, after a course through the Worcester, Robertson and Swellendam districts.

Hope was running high in the Ceres mind, for the sturdy folk were in their hey-day of great expectations. The District Railway Engineer had arrived with his staff, and they were away on the plateaux and hill sides with theodolites and other survey tackle. In a few weeks would be turned the first sod of the railway that should connect this mountain Dorp, its high lands, its uplands, its

farms, and its orchards, and its enterprising merchants with the main line of railway to the north and south of Africa. There was no difficulty, so the District Engineer gleefully told us, in getting a crowded meeting of townspeople to approve of a site for their railway station. From what we could glean the probability was that the engineer, who was distinctly a modest man, had some difficulty after the meeting to avoid being carried to his domicile shoulder high.

It is the boast of Ceres that its viticultural, horticultural and general agricultural industries will, with the opening of the railway, expand till Ceres provides within its own area a bulk of produce that will be sufficient for the wants of the whole of Cape Colony without importing a penny's worth! Although there has been a distinct advance in the value of the eligible farms and lands of the district in anticipation of the railway.

Let us advise tourists rather to miss any part of Cape Colony than omit a visit to Ceres. The journey from the railway station through the pass is as grand and charming as any of the many picturesque places of Cape Colony. The people consist largely of Dutch and coloured folk, and there are no racial rivalries. There is plenty of work for the camera and of ozone for invalids, who usually pick up very quickly in this lovely place.

The town is well watered by an abundant rainfall, and by spring water from the Witzenberg Mountains. The municipal swimming baths are a source of great attraction to the youngsters. They are also supplied with clear water from the mountain springs. The surrounding country is occupied by flourishing farms, vineyards and orchards. Up-to-date methods of cultivation were everywhere being adopted, and the old ignorant prejudices against anything new are fast disappearing. When they have completely gone and other changes have been made that will enable the country to invite a larger agricultural population, her position as the half way house between Australia and Europe will prove advantageous to her in the competition for the markets of Europe, that position enabling this Colony to place her produce in those markets long before her Australasian competitors, especially at certain important seasons when far oversea products have a virtual monopoly.

The land of the golden fleece will not always be able to retain the distinction of sending the best wool to the European market if Ceres continues to grade the wool of the district as is now being done. Ceres wool commands what is known in local markets as "Ceres price," *i.e.*, the best. Attention is being paid to the growth of apples and citrus fruits on the high hardy lands of the district. Some of the finest juicy Colonial apples, oranges and lemons come from Ceres.

Postcart to Ceres Road Station, 10 miles S.W. of Ceres, 1½ hours; and Bot River, 30 miles E. of Ceres, eight hours

Prince Alfred's Hamlet, Village, eight miles N. of Ceres. P.O. (*via* Ceres).

Approximate Road Distances.—From Ceres to Calvinia 170 miles N.; Sutherland 132 miles N.E.; Clanwilliam 110 miles N.N.W.; Wupperthal 108 miles N.; Touws River Railway Station 50 miles E.

Some Typical Returns.—Ceres.—Wheat, 10,186 muids; Oathay, 446,869 bundles; Tobacco, 59,412 lbs; Wine, 23,808 galls; Spirits, 51,856 galls.; Dried Fruit, 112,829 lbs.; Wool, 326,850 lbs.; Skins, 19,537; Cattle, 6,014; Horses, Mules, etc., 3,387; Sheep, 100,837; Goats, 37,241.

Third Tour.

Saldanha Bay, Eendekuil, Namaqualand, Port Nolloth, Worcester Mossel Bay, George.

BEFORE proceeding to George, Knysna and Oudtshoorn *via* Worcester and Mossel Bay, we return from Ceres Road by the Worcester train to Belleville, in order to take a tour through an important part of the country, embracing Saldanha Bay, Clanwilliam, and the copper mining district of Namaqualand. A vast portion of the latter district and of Bushmanland adjoining it is a veritable *terra incognita*. With new and broad legislation enabling the population of the Cape Colony to search for and win minerals, an effort will probably be made to open up the vast mineral fields that are believed to exist in the Colony, of which the districts now under notice will probably form an important part. Already the most casual exploration has recently resulted in the discovery of secondary opal actually almost on the cart track between Van Rhyn's Dorp and O'okiep, the nature and extent of the discovery being such as to indicate the close proximity of precious opal and other gems over a very wide area of country.

MALMESBURY.—The Fiscal Division contains 2,329 square miles, and the census division a population of 13,607 whites and 16,347 coloured. The principal products are wheat, barley, rye, oathay, wool, wine, fruit, butter, salt, sheep, horned cattle, horses and mules The annual average rainfall is 15·78 ins., and the wettest month, June.

From Belleville Station we proceeded to Kalabas Kraal, where we changed from the broad to the narrow gauge line for:—

Hopefield, a comfortable little place close to the great Berg River. The farmers (some of whom met us at the station) are apparently a well-to-do class, thriving on their live stock and the produce of the soil, especially wheat, the staple produce of the district.

In 1679 there was a Dutch cattle station at Tygerberg, and out-posts of colonization at Hottentot's Holland and Saldanha Bay, and in the next twelve years it spread over the attractive country bounded by the mountains of Drakenstein and Hottentots Holland. The Dutch were great trekkers in those early days,

and even then they had explored as far to the east as George, and as far to the north as forty or fifty miles beyond the Oliphants River.

Saldanha Bay. We took postcart to Hoetjes, that part of Saldanha Bay that affords the best anchorage and protection for vessels in bad weather.

Hoetjes Bay possesses all the points of a safe or inner harbour, deep water, good anchorage, and natural shelter from the granite and limestone hills, which almost divide it from the outer harbour, or north bay, both part of the greater Saldanha Bay. The two harbours extend on the coast line for several miles on the north-eastern side of Saldanha Bay, the position that will some day probably carry a large population. A limestone quarry, which supplied stone for the Cape Town Post Office, is situated near to the water side. The stone is broken from a high face of rock hundreds of feet long. There is a front ridge of limestone, of which the stone of the quarry is part, running with the country for several miles. If ever a town is to be built it should be substantially and inexpensively done with a good calcareous rock like this at hand, although the proportion of lime is perhaps rather too great.

The Saldanha district is also noted for a useful deposit of tertiary shell, which is burnt for lime making, and for a good extent of brick, earthenware and pottery clay.

Nothing but the judicious expenditure of an adequate amount of capital on dredging and other simple harbour improvements is required to convert this bay into a useful port that will probably enhance the fortunes of the people of the district.

Malmesbury, a town and Railway Station on the Cape Government Railways, latitude S. 33 deg. 28 mins., longitude E. 18 deg. 43 mins.; height, 460 feet.

Branch line 49 miles from Cape Town, *via* Belleville Junction. Civil Commissioner and Resident Magistracy, P.O., T.O. and M.O.O. The town is the centre of a wine-growing district. Population: White, 1,966; coloured, 1,845.

The population is almost entirely Dutch. There is evidence in all directions of prosperity and steady profitable industry. Malmesbury is noted for its abundant and excellent wheat crops; and the vignerons in the district have also gained a considerable reputation for the quality of their wine. There are medicinal hot sulphur springs of an average temperature of 88 degrees, in which the inhabitants and many other people who have used them have the greatest faith for paralytic and rheumatic ailments.

Postcarts: To Darling 23 miles W.N.W. of Malmesbury, four hours; Moorreesburg, 25 miles N., eight hours; Hopefield, 45 miles N.W., eight hours.

Darling Village, 23 miles W.N.W. of Malmesbury. P.O., T.O. and M.O.O. Hotel and Churches. Population: White 371, Coloured 208.

Darling.

Riebeek West, Village, 17 miles N.E. of Malmesbury and nine miles N.W of Hermon station, which is 60 miles from Cape Town. P.O., T.O. and M.O.O. Hotel and Churches Court House. Postcart to Hermon two hours. Population: White 790, Coloured 358.

Moorreesburg, Village, 25 miles N.N.W. of Malmesbury. P.O., T.O. and M.O.O. (Station on railway to Eendekuil). Population: White 589, Coloured 327.

Some Typical Returns.—Malmesbury. – Wool, 831,684 lbs.; salt, 20,700 bags; butter, 234,116 lbs.; skins, 57,130; wine, 486,896 gals.; brandy or spirits, 40,639 gals; wheat, 138,145 muids; oathay, 12,033,392 bundles; oats, 357,808 muids; barley, 18,045 muids; rye, 22,647 muids; dried fruit, 29,314 lbs; cattle, 33,883; horses, mules, etc., 15,652; sheep, 184,404; goats, 42,001.

PIQUETBERG.—The Fiscal Division contains 1,733 square miles. The census division has a population of 8,892 white and 5,542 coloured The principal products are tobacco, wine, fruit, butter, wool, sheep, horned cattle and salt. The annual average rainfall is 15·88 inches and the wettest month June.

Piquetberg Road. Alt. 275 feet. Railway Station and Hamlet, 71 miles from Cape Town. P.O., T.O. and M.O.O. Hotels.

Postcarts: To Piquetberg, 38 miles N.N.W. of Piquetberg Road Station *via* Halfmanshof, Tuesdays, Thursdays and Saturdays, 9.15 a.m.; Mondays, Wednesdays and Fridays, 5 p.m. Special arrangements.

Piquetberg, 38 miles N N W. of Piquetberg Road Station, lat. S. 32 deg 54 min., long E 18 deg. 43 min., height 700 ft. Village and centre of an important wheat growing district. The village is on the side of a hill about 500 feet above the plain. Resident Magistracy, P.O., T.O. and M.O.O. The Dutch Church is a beautiful building costing £6,000. There is a good hotel. Population : White 376, Coloured 589.

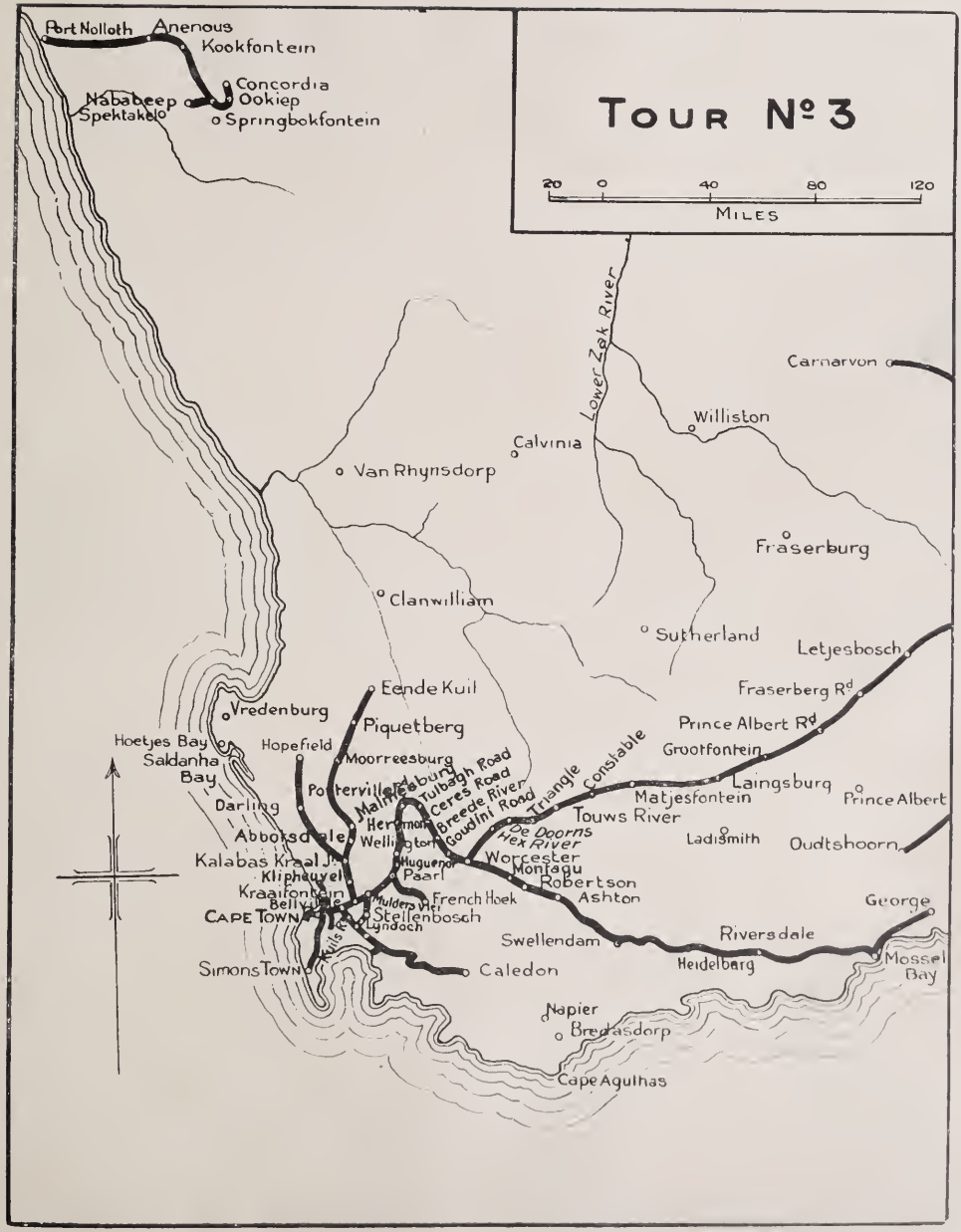
Postcart : To Porterville village, 18 miles, Mondays and Fridays 5 p.m., 7/6.

THE PIQUETBERG district is prosperous and in many parts beautiful. The products can and probably will be greatly increased as the irrigation policy of the country becomes more generally applied. There are many flourishing vineyards, orchards, citrus groves and tobacco plantations in the division. Wild fowl and other game birds are abundant.

Eendekuil Station is the terminus of the Railway.

Postcart : To Clanwilliam, 48 miles, Mondays, Wednesdays and Fridays, 7 30 p.m., £1 10s. ; return, £2 10s. Porterville Road to Porterville Village, 22 miles, Tuesdays, Thursdays and Saturdays, 3 15 p m., 7/6 ; return, 15/-. Port Nolloth, 348 miles, Wednesdays and Fridays, 7.30 p.m.

Since the railway line was opened to Eendekuil the products of the rural industries of the district penetrated and traversed by the line have greatly increased. In the fruit season at the terminus, Eendekuil oranges, lemons, and all sorts of deciduous fruits and products that could not previously profitably be sent to market are now forwarded farther afield than ever before, large quantities finding their way to Cape Town and other markets. The scene at harvest time for fruit or cereals at the Eendekuil Station is extraordinary, and the great accumulation of cases, bags, baskets and boxes of produce that, having been brought from out back on the waggons and carts of of the farmers, become piled up in and about the little station awaiting transit, must often be bewildering to the hard working railway staft. Four railway trucks in the morning train were each laden with nine tons of oranges. The evening train contained a like quantity. There had been already sent away from the station over 2,000 tons of oranges for the season—at this time, about the average for the season.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20 0 40 80 120
MILES
Port Nolloth
Anenous
Kookfontein
Concordia
Nababeep
Ookiep
Springbokfontein
Spektakelo
Lower Zak River
Carnarvon
Williston
Calvinia
Van Rhynsdorp
Fraserburg
Clanwilliam
Sutherland
Letjesbosch
Fraserberg Rd
Prince Albert Rd
Grootfontein
Eende Kuil
Vredenburg
Piquetberg
Hoetjes Bay
Saldanha Bay
Hopefield
Moorreesburg
Malmesbury
Tulbagh Road
Ceres Road
Breede River
Goudini Road
Triangle
Constable
Laingsburg
Matjesfontein
Prince Albert
Darling
Touws River
De Doorns
Hex River
Ladismith
Oudtshoorn
Abbotsdale
Wellington
Hermon
Worcester
Montagu
Robertson
Ashton
Kalabas Kraal
Huguenot
Paarl
Kliphuevel
Kraaifontein
Bellville
Mulders Vlei
French Hoek
CAPE TOWN
Stellenbosch
Lyndoch
George
Swellendam
Riversdale
Heidelberg
Mossel Bay
Simons Town
Caledon
Napier
Bredasdorp
Cape Agulhas

Porterville Village, 25 miles N. of Piquetberg Road Station C.G.R. P.O., T.O. and M.O.O. Population: White 857, Coloured 640.

Postcart to Porterville Road, 22 miles, 7/6; return, 15/-.

Some Typical Returns.—Piquetberg.—Salt, 2,100 bags; tobacco, 327,240 lbs.; wine, 98,888 gals.; spirits, 16,347 gals.; dried fruit, 41,409 lbs.; wool, 294,206 lbs.; skins, 28,550; butter, 70,393 lbs.; cattle, 19,013; horses, mules, etc., 6,524; sheep, 90,372; goats, 58,494.

CLANWILLIAM.—The Fiscal Division contains 2,926 square miles, and the census division a population of 4,746 whites, and 5,100 coloured. The principal products are wool, butter, horned cattle, sheep, tobacco and fruit. The annual average rainfall is 10·34 inches and the wettest month June.

Clanwilliam, a township, lat. S. 32 deg. 10 min, long. E. 18 deg. 53 min., height 245 ft., 48 miles from Eendekuil Station, C.G.R., which is 129 miles from Cape Town. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and Churches. Population: White 264, Coloured 840.

Postcarts: To Porterville, 70 miles, 12 hours; Eendekuil Station, 48 miles, eight hours; Van Rhynsdorp, 58 miles, 10 hours; Garies (Namaqualand) 28 hours; Springbokfontein (Namaqualand), 284 miles; O'okiep (Namaqualand), 290 miles, 46 hours.

LANWILLIAM is a typical veld township and district far away from "the madding crowd." It is, nevertheless, through the forward policy of the farmers fast becoming an important industrial centre. The district, a hilly one, is very fertile. The Government irrigation scheme will probably be adopted because it is well known that the soil is so fertile and plentiful that, with water, almost anything can be grown abundantly.

The extension of the railway from Eendekuil will, it is believed, greatly benefit the town and district.

Wherever water is applicable to the land in Clanwilliam the crops are very good. The depth and fertility of the soil make it probable that many years of cultivation will ensue ere such depletion of soil constituents takes place as to compel extensive resort to tillage.

The Government plantations on the slopes of the Ceder Bergen are most interesting. The forester is always delighted to shew visitors the magnificent cedar trees, which are being extensively grown. We have seen Cedars like those of Clanwilliam in the Holy Land remarkable for the way in which they force themselves through rocky ground and attain great bulk and longevity.

In the neighbourhood there are some curious caves containing rough drawings and paintings on the walls, supposed to have been executed by the original pigmy hunting Bushmen of prehistoric times, but lacking authentic data.

Invalids will derive benefit from the bracing salubrious climate of the district. Climbing on the Ceder Bergen will probably be included in many a doctor's prescription.

Tobacco Field and Caves. Cedar Trees.

Lambert's Bay. Small fishing station and P.O. thirty-eight miles west of Clanwilliam.

At Clanwilliam, the tourist will have made up his mind whether to travel further overland by post or private cart to Van Rhyn's Dorp for O'okiep, a distance of over 200 miles, or wait till he is in Cape Town, and take the S.S. "Nautilus," or some other steamer, to Port Nolloth, whence he may travel up to the copper mines by the Copper Company's railway to O'okiep.

Some Typical Returns.—Clanwilliam.—Dried fruit, 240,691 lbs.; wool, 84,951 lbs.; skins, 19,957; butter, 30,309 lbs.; cattle, 8,530; horses, mules, etc., 4,883; sheep, 46,437; goats, 72,628.

CALVINIA.—The Fiscal Division contains 13,894 square miles, and the census division a population of 5,830 white and 5,946 coloured. The principal products are ostrich feathers, wool, oathay, salt, sheep, ostriches, lucerne and mohair. The average rainfall is 8·69 ins. and the wettest month May.

Calvinia (latitude S. 31 deg. 29 min, long. E. 19 deg. 46 min., height 3,100 ft.) is the chief town of the district, 138 miles from Eendekuil Station, Cape Government Railways, which is 129 miles from Cape Town. Civil Commissioner and Resident Magistracy. P.O., T.O., and M.O.O., hotel and churches. A good public library. Population: White, 520; coloured, 1,099. This district, situated between the

Hantam and Roggeveld Mountains, is noted for its sheep and wool. It is one of the leading sheep districts, and some of the best wool of the Colony is produced here. With an adequate water supply, the soil gives phenomenal yields of produce. There are mineral springs and saltpans in the district.

Some Typical Returns.—Calvinia.—Salt, 860 muids; oathay, 125,036 bundles; lucerne, 94,275 bundles; dried fruit, 118,659 lbs.; wool, 473,322 lbs.; mohair, 3,902 lbs.; ostrich feathers, 4,401 lbs.; cattle, 6,087; horses, mules, etc., 12,745; sheep, 262,217; goats, 97,971; ostriches, 3,836.

Postcart to Eendekuil Railway Station, 138 miles, £4 10s.; return, £8 10s.

Approximate road distances: Calvinia to Sutherland 90 miles S.E.; to Williston, 80 miles E.; to Fraserburg, *via* Williston, 152 miles E.S.E.

Van Rhyn's Dorp.—The Fiscal Division contains an area of 5,025 square miles, and the census division a population of 2,733 whites and 2,394 coloured. The principal products are wool, sheep and brandy, fruit and salt. The annual average rainfall is 6.20 ins., and the wettest month June.

Van Rhyn's Dorp.—A village, lat. S. 31 deg. 35 min., long. E. 18 deg. 44 min., height, 400 feet, 102 miles north of Eendekuil Station, which is 128 miles from Cape Town. Civil Commissioner and Resident Magistracy; P.O., T.O., and M.O.O.; population: white, 300; coloured, 288. Postcart to Eendekuil, 102 miles, Mondays, Wednesdays and Fridays, 7.30 p.m., £2 15s.; return, £5. The district was established in 1890. The village is situated about 60 miles north of Clanwilliam, 40 miles from the coast, 230 miles south of Springbokfontein, in Namaqualand, and about 90 miles south-west of Calvinia. There is a fine Dutch Reformed church, public offices and gaol. The country, although very dry during the great portion of the year, is very productive when water is procurable.

Some Typical Returns.—Van Rhyn's Dorp.—Spirits, 6,494 gals.; dried fruits, 29,989 lbs. wool, 41,621 lbs; cattle, 8,571; horses, mules, etc., 4,196; sheep, 76,172; goats, 62,128.

NAMAQUALAND.—The Fiscal Division contains an area of 17,566 square miles. Population (Census Division), White 5,004, Coloured 15,622. The principal products are copper, wheat and oathay, and the annual average rainfall is 6·37 ins. Wettest month May.

THE Dutch commenced an expedition in 1683 into the district, and in consequence of their explorations the fame of the copper mountains created a great sensation. Van der Stel visited the copper treasures, but owing to transit disabilities nearly 200 years passed away before the Cape Copper Mining Company, at the end of the 19th century, began the harvest which was actually ready for the reapers 200 years before.

O'okiep.—Lat S. 29 deg. 36 min., long. E. 17 deg. 52 min., height 3,036. The inland terminus of the Cape Copper Company's railway. 91 miles S.E. of Port Nolloth. P.O., T.O. and M.O.O. Hotels and Churches. Population: White 282, Coloured 1,824.

O'okiep may be said to be the capital of Namaqualand. It is not altogether a Garden of Eden, but the people, notwithstanding the droughty nature of the climate, make the best use of what they have, and socially everybody gets on well and comfortably.

It is generally believed that there is enough copper in this great district to support a dozen companies, even though each might be of the financial calibre of the Cape Copper Co., Ltd., but the latter company appears to exercise something like a monopolistic command of the surrounding country, just as it does of the railway and shipping affairs

The greatest interest is at present centred in the Nababeep Mine, about seven miles from O'okiep. Besides the magnitude of the mine, it is in other respects one of the most interesting copper mining spectacles in the world. The cap of the lode forms a hill 250 feet high. This hill contains at least two to three million tons of copper ore that will yield from two to three per cent. of copper. It has not, however, yet been touched on account of the great bodies of higher grade ore underlying the vicinity of this cap or mount which provide quite sufficient work and dividends for the company, even by a somewhat old-fashioned system of working. The ore is smelted to regulus at O'okiep, and is then sent to Swansea Refining Works.

The company has been working over forty years, and has earned dividends

from the outset, amounting altogether to over six millions sterling. There is probably at least sixty years' further life of similar prosperity in these mines.

Most of the original employees stayed on till they either retired in affluence or died. Those who remain are looked upon as fixtures, and are steadily becoming wealthy men. Nowhere in South Africa are employers and employees on better terms.

The journey from Cape Town to Port Nolloth by steamer—thirty-six hours—costs £5, first class, return. There is a daily train at Port Nolloth, so that travellers never need wait long at the port. The Copper Company, who own the wharves and the railway, are very attentive and obliging to visitors, and place the train to O'okiep at their disposal gratuitously. At O'okiep, the superintendent of the company's mines is always ready and willing to facilitate the movements of the traveller in reference to an inspection of the mines, and, from start to finish, everybody is always so kind and thoughtful that a visit to one of the greatest copper mining districts in the world is likely to be long remembered.

Postcarts : To Garies 74 miles S.S.E.of O'okiep, 18 hours ; Clanwilliam, 222 miles S.S.E., 47 hours ; Porterville, 292 miles S.S.E., 60½ hours ; Eende Kuil Station, 288 miles ; Concordia, eight miles N.E. of O'okiep two hours.

Concordia. A village; P.O., T.O., and M.O.O.; eight miles north-east of O'okiep, with important mines worked by the Namaqualand Copper Company, Limited. A light railway, about eight miles in length, to Concordia Junction, connects the village with the Port Nolloth—O'okiep line.

Postcart from Concordia to O'okiep, two hours.

Garies. A village; P.O., T.O., and M.O.O.; seventy-four miles south-south-east of O'okiep.

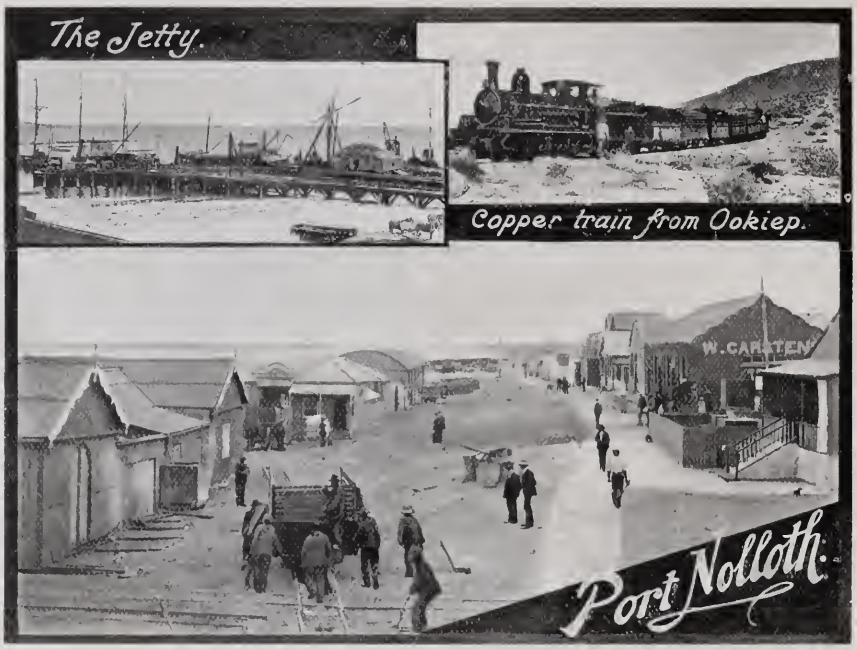
Nababeep. A village; P.O. and railway station on Cape Copper Mining Company's railway; seven miles west of Garracoop Junction on the property of the Cape Copper Mining Company, where there are mines and smelting works; population: white, 242; coloured, 1,489.

Port Nolloth. Lat. S. 29 deg. 16 min , long. E. 16 deg. 52 min. ; height, 40 feet. The town is the sea-board terminus of the Cape Copper Company's railway 280 miles from Cape Town by sea. Resident Magistracy, P.O., T.O., and M O.O., hotel, churches and library. The climate is exceedingly dry, and there is but little vegetation. Water is brought to the town in tanks from a distance of five miles. Postcart to Eendekuil, 348 miles.

The Namaqualand Copper Company's waggons run up and down the line, bringing the copper ore to the jetties, where it is put on the vessels, and the traffic and work create quite a brisk trade.

The natural isolation of the port, while it limits the people's scope, strengthens the social amenities of the place, and, moreover, causes such concentrated attention to be given to affairs that if one were a Port Nolloth mouse it would be easy to believe that upon the maintenance of Port Nolloth's prestige the whole Empire is more or less dependent. It was but a tiny place in the early days. It is now about as big as it can get, so long as it depends upon the shipments of the one company's copper ore and the trade created by the industry.

With the exception of the tradespeople, the working staff, the mechanics, and principal employees, the population consists almost entirely of Hottentots,



who do odd jobs and the manual labour required at the port and the district, and fill up the rest of their time by loafing and fishing—almost synonymous terms.

During the summer season numbers of people come from O'okiep and other accessible districts for seaside recreation. If ever the Cape Colonial Government took over the railway under a development policy, it is probable that a great and rapid increase in the mining and general industries of Namaqualand and Bushmanland would ensue.

The S.S. "Nautilus" and steamers of the Woermann Line ply weekly and fortnightly between Cape Town and the port.

Some Typical Returns.—Namaqualand.—Wheat, 21,522 muids; oathay, 333,007 bundles; dried fruit, 5,565 lbs.; skins, 36,434; cattle, 22,035; horses, mules, etc., 7,099; sheep, 181,929; goats, 151,496.

Having finished this trip, over which we would have lingered longer had we been prospecting for minerals, we caught the S.S. "Nautilus," and returned to Cape Town to re-enter the train for the vast and beauteous region extending from Worcester to Mossel Bay, and thence to George, Knysna and Oudtshoorn.

WORCESTER. The Fiscal Division contains an area of 2,623 square miles, and the census division population, whites 7 974, and coloured 11,313. The principal products are wine, fruit, rye, barley, oathay, butter, potatoes, sheep, wool The annual average rainfall is 11·84 ins., and the wettest month June.

Worcester, Lat. S. 33 deg. 39 min., long. E. 19 deg. 26 min., height 780 ft. Town at the foot of the Hex River Mountains and a station on C.G.R. 109 miles from Cape Town. The junction of the new Cape Central Railways with the C.G.R. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Population: White 3,588, Coloured 4 297.

ORCESTER, Robertson and Montagu are three of the principal viticultural districts of the Colony.

Worcester, forming the junction between the New Cape Central Railway and the Cape Government Railway is about 117 miles from Cape Town. It is situated near the Hex River Mountains, whence it derives its plentiful water supply, an artificial canal bringing it from Hex River. The streets are laid out boldly, broadly and neatly with borders of oaks, willows, and blue gums and poplars. In the centre of the town is a beautiful grass-grown square also surrounded by trees, and near most of the principal buildings.

In the neighbourhood are large vineyards from which great quantities of some of the best wine and brandy are produced.

From this town many places of interest on the Cape Government Railways are easily reached. Ceres Road, for instance, is only twenty-five miles from Worcester.

In giving the palm to Stellenbosch as the Rip van Winkle among the old Dutch towns of South Africa, we were rather exercised about the claims of Worcester. There also the old order, the old fashion still prevails. It is from the "city fathers" that the fiat issues regulating the day-dawn uprisings, the goings forth at noon, and the sunset down sittings. But the old men are losing their grip, and the youngsters, growing strong, are fancying themselves a bit. "Why not have electric lighting? Why not have telephones?" urge they. But to tamper with the lightning and to illuminate the town at bed-time are repugnant to the civic traditions of old Worceser. Everything for a hundred years has gone well with the grey-beards and their forbears; "then why begin a new order of things merely to keep people out of bed and be the forerunner of other heathenish experiments?" Nothing will convince these wiseacres of Worcester that the world is any better for its "improvements."

One of the first things that impresses a traveller on the occasion of his visit to the Congress city of Worcester, especially if he should have formed the opinion that South Africa is a scorched up, sandy desert, is the apparent abundance and waste of clear mountain water which aimlessly traverses the channels of the streets. Directly one is away from the railway station and railway noises there is heard the unexpected roar of rushing, splashing water that even in droughty times flows freely from "beyond" through a culvert at the entrance of the town, turning a huge water wheel that moves the machinery of a flour mill. As the visitor proceeds towards the centre of the town he is accompanied on his left by a rapid stream that dances and sparkles in the sun-light as though glad to see one, and if he crosses the road he finds it is still running in a channel to the right of him. Then, having turned a corner in an eastward direction, he is astonished to find a tributary channel of the same water rippling along merrily in that direction also. On crossing the street, there is the ubiquitous brooklet again. Now, stepping out towards the grand old green-swarded, tree-girt square, the water, on both sides of another street is with him still! If he desired to give the eerie little streams the slip, he might cut across the square, some hundreds of yards, and emerge in a different part of the town. Let him try, and if he does not there also find these self same waters of Worcester scurrying along, as they have done for many years, our record is untrue, and Washington is no longer immaculate.

The contour of the roads seems to have been chosen or made by the road making engineers with the object of coaxing the waters of Worcester to impose on nature by appearing to run up-hill as easily as they run down. Step away from the beaten track of the thoroughfares into some shady walk beneath thickly foliaged oak and gum trees, on the margin of grassy meadow lands, and there you will find in a picturesque gully a rapidly flowing, tinkling stream, which, here and there, meets some rocky outcrop, at which it rushes, and over which it dashes with all the effect of a miniature mountain cataract.

Worcester may be said to be an artistic community. Under the guidance of a local friend, we visited the Naude Studio, owned by an artist who has painted well and faithfully since his early youth. It is to such artists that a Colony often owes more than it ever realises and acknowledges. This gentleman has exhibited his pictures of Cape Colonial scenery in public, and several of his works have gained repute over seas.

There are other young artists who wield the brush in effective amateurish fashion in the town and district, having probably been led to emulate their former instructor. Not alone in the studio do the people of Worcester display their artistic talents. At an open fete, for instance, in the grass-clad sports' grounds recently a delightful exhibition of floral art was held in which elders and juniors of both sexes merrily joined.

The artistic side of Worcester's character has always been evinced by her annual flower shows. The floral fete, specially for children, was arranged a few weeks after the show. Two thousand spectators assembled to see tiny children and big lads and lasses converted by the art of mammas, papas, sisters and brothers into living human flowers, forming all manner of fanciful and wonderful disguises and devices. There were also many kinds of floral vehicles.

Filial devotion is as much a feature of national character among the Dutch as it is with the Scotch. Young ladies (some growing old), with all the charms and graces of beautiful womanhood, and often enjoying substantial wealth in their own right, remain single rather than forsake the old folk at home. We tremble at the possibility of our innocent remarks, inducing any young bachelor to go wife-hunting in Worcester. No Worcester lady has ever been known to give her

hand where her heart could not be. Not only elderly maiden ladies with substantial fortunes, but many young damsels with similar attractions remain unmarried for some singular reason. We suppose this is so in every town, but we noticed it first at Worcester.

When Federal South Africa is choosing a site for its capital city, Worcester will probably bulk very largely in Federal favour. How well she fills the bill of requirements! Forecasting the *sine qua non* of the Cape's acquiescence that the distinction should be given to the mother Colony, Worcester is so distant from Cape Town that if the Federal capital were there it would not give an undue advantage to the port. The capital would be on the main trunk line of South African railways that ultimately links up all others. The site is also the junction of the railroad that is fast linking the east with the west of the Colony. Situated in the temperate zone, large areas of eligible land lying close to the town might be obtained cheaply for the Federal buildings and domains. Within easy access of the sea-board, the site is just that which should be chosen in view of the international importance of a Federal City and of regard for the convenience of visiting dignitaries and representatives of kindred and foreign oversea States. The choice will probably lie between Worcester and Aliwal North.

Fathers old and Willow New.

A grand old willow tree stood for a century near the road to Hex River and Robertson at the entrance to Worcester. Here the farmers used to titivate themselves and their teams before entering the town. Twenty years ago it was destroyed by a bush fire, and the old landmark was sadly missed during all the subsequent years. In 1905, Dr. Hugo and Mr. Dirk Meiring, scions of the old

WORCESTER
NAPIER STREET
INSTITUTE FOR BLIND GIRL
GIRLS HIGH SCHOOL

stock, arranged the ceremony of planting a new willow. Six of the grand old men of the place gladly attended. Speeches were made, toasts drunk, and to-day the new willow stands in the place of the old landmark waving gratefully in every wind that blows.

The Worcester Boys' and Girls' Public and High Schools and the Deaf and Dumb Institute are known throughout the land for good management and beneficence.

There are English, Dutch Reformed, Congregational and German Lutheran Churches.

An Agricultural and Horticultural Show is held once a year. It is always well supported, and attracts many outside visitors.

Extensive tanning and waggon building works are situated on the high road to Caledon. Just outside on the south of the town the Breede River has been bridged over at Nieuwe Drift by a bridge 700 yards in length, which cost over £22,000.

Brandvlei, about nine miles from Worcester, is noted for its remarkable hot artesian springs issuing from the earth in great volume. Near enough to throw a stone from one spot to the other is another artesian spring welling forth like the other, less voluminous but intensely cold. At one time there used to be special baths at Brandvlei, and it is said that the waters have effected some wonderful cures.

Professor P. Daniel Hahn, Ph. D., M.A., says the Brandvlei hot spring forms a shallow pond of about fifty feet across, of the most transparent water, in the middle of which several strong springs bubble up through a bottom of loose, white sand, and afterwards, flowing in a very copious stream, become a rivulet, which, for at least a mile and a half, continues so hot that the course along the valley may, at any time of the day, but more particularly in the early morning, be traced by the steam which perpetually arises from it. The pond is sheltered by a small clump of white poplars, which thrive perfectly well, although growing at the very edge of the water and bedewed with the hot steam which ascends to their highest branches. No plant, it seems, can grow in the water itself, but the margins of the bank are thickly covered with sedge and a variety of plants stand within the influence of the heat.

The thermometer, when plunged into the pond, rose only to 114 degrees F., but to the hand it felt nearly scalding hot, so that the immersion could scarcely be endured for a couple of seconds.

The energy stored up in the water of the Brand Vlei is considerable. The spring yields 254 gallons of water of 62 degrees C. every minute. This amounts to 133,502,400 per annum. To raise this large volume of water from the ordinary temperature of 15 degrees C. to 62 degrees C. would require the heat obtained by the combustion of 3,880 tons of carbon per annum, more than ten tons of carbon per diem.

Some Typical Returns.—Worcester.—Wool, 74,685 lbs.; butter, 32,846 lbs.; ostrich feathers, 1,844 lbs.; skins, 19,593; wine, 1,356,858 gals.; brandy, 350,915 gals.; oathay, 1,142,404 bundles; potatoes, 18,188 muids; barley, 10,705 muids; lucerne, 126,080 bundles: fruit, 1,197,076 lbs dried; cattle, 10,695; horses, mules, etc., 4,696; sheep, 58,162; goats, 33,032; ostriches, 2,185.

As Worcester is the junction of the main line of the Cape Government Railway with the New Cape Central Railway proceeding in a south-easterly direction towards Mossel Bay the terminus, it is also becoming the central route that is fast connecting Cape Town, Mossel Bay, Oudtshoorn, George and Knysna with the main lines in the East and West.

Between Worcester and Riversdale the railway passes through the towns of Robertson, Ashton-cum-Montagu, Swellendam and Heidelberg, each being an extensive agricultural centre. Throughout the passenger is saved from the usual ennui of a long railway journey by the charming nature of the scenery, which has all the freshness of a country untrodden by any but the farmers and

their flocks. Here are high mountain ranges with pretty towns, villages and hamlets cosily established at their bases; verdant expanses of cultivated and virgin fields, plains, and valleys with, here and there rivers, rivulets and lagoons affording rendezvous for multitudes of wild birds, including cranes and other large flyers. The mountain tints vary between sombre grey and every other hue. The hillsides are verdant with trees and bushes. A cloudy day and the diurnal movement of the earth throw the great hillsides, valleys and kloofs into perpetually changing shadow with day dawn glories, noonday brilliance, and evening transformations eluding description by any other means than the camera or the artist's canvas.

Game birds and buck are abundant in the districts.

Excellent hotel accommodation and wayside refreshments are provided *en route,* both in the town and at the stations. At several places hotel busses meet the trains and convey passengers for a good noonday meal to and from the hotel while the train waits.

Through ordinary tickets and tickets at excursion fares are issued between the New Cape Central Railway and all stations on the C.G.R., C.S.A.R. and Rhodesia Railways. Through saloon coaches run daily between Mossel Bay and Cape Town, and thence to George by arrangement between the Cape Central Railway Company, Limited, and the C.G.R. Concessions granted by the Cape Government on their line to ministers of religion, teachers and others are also allowed on this line.

ROBERTSON.—The Fiscal Division contains 1,526 square miles. The census division contains a population of 8,446 white and 6,851 coloured. The principal products are lucerne, barley, oathay, tobacco, wine, brandy, fruit, butter and potatoes. The annual average rainfall is 11·76 ins. The wettest month May.

Robertson, lat. S. 33 deg. 47 min., long. E. 19 deg. 53 min., height 600 ft. Town and Railway Station 30 miles E. of Worcester Station, C.G R. which is 109 miles from Cape Town. Civil Commissioner and Resident Magistracy. Population, white 2,038, coloured, 1,206.

On entering the charming tract of country traversed by the New Cape Central Railway, the observant traveller begins

to look for the River Breede, and its irrigation canals and tributaries of which he has heard.

Breede River Canal.

The river rises in the mountainous district north of Ceres. Thence the stream flows through Mitchell's Pass into the valley, running for most of the distance parallel with the railway, as far as Worcester.

The upper part of the Breede Valley receives an average rainfall of about thirty-five inches, so that irrigation is hardly needed. The Breede River waters are used summer and winter for irrigating the lands near the hill slopes where the soil is of sufficient reproductive value to repay the cost of irrigation works.

From Worcester, in the course of the New Cape Central Railway, the soil of that portion of the Breede Valley which is formed of fertile Karoo is so productive as to justify the cost of irrigation.

Settlers in the valley a hundred years ago irrigated small areas of fertile land near the mountain slopes, where the water was easily and inexpensively led, but the country was chiefly used for stock farming.

Over thirty years ago agricultural progress had been so stimulated by the approach of the railway that much of the available perennial mountain water became utilised. Then the Breede River was tapped by an irrigator farmer, and a small furrow made.

The railway ultimately came and changed the face of the adjacent country, and the farmers have better markets, but insufficient water was the fly in the ointment. Severe droughts brought the farmers together for an effort

to form co-operative irrigation works. Application to the Government for expert aid resulted in the completion, in 1904, under capable engineers, of the present Breede River Irrigation Canal, which has given an impetus to irrigation throughout the valley. Other schemes are being developed, and will be referred to *en route*.

The canal is estimated to be capable of conveying about 3,000,000 cubic feet of water daily. Over 5,000 acres of Karoo soil are now under cultivation.

The total cost of this scheme was £37,000, or about £7 10s. per irrigable acre. The works comprise a weir across the river 1,200 feet wide. The main canal is twenty-one miles long. Prior to the construction of the canal, the land was valued at £1 per acre. Portions have recently been sold at £50 per acre and upwards, and none less than £20 per acre.

Irrigation lands in this portion of the country produce prolific and payable crops. The cultivation of lucerne for feeding ostriches and other live stock is a very payable industry.

Robertson Station and Street.

The rustic town of Robertson is of comparatively modern growth. It contains the chief offices and works of the Cape Central Railway Company, Limited, and the Government Offices and Magistrate's Court. In common with other towns on the line, it is overlooked by the Langeberg Range on the north, and is laid out on a more regular plan than most of its neighbours. The water supply is provided by permanent mountain streams

Large numbers of waggons and carts, made of native wood, are built here.

Robertson is one of the most affluent districts of rural Cape Colony. No

poverty-stricken people are to be found anywhere except in the comparative sense that the coloured labourer is poor compared to his "baas," and yet the poorest labourer, being indispensable, is a fixture, and his living secure. As a rule he works till he dies. The oddest job in a country district of Cape Colony like Robertson will always earn a coloured boy his food and his bed.

The district yields up from its vineyards and distilleries great quantities of wine and brandy annually. The expenses of marketing are so small that the bulk of the gross profit goes into the farmer's bank. The same may be said of most of his farm products. Year in and year out he tills his lands, tends his old vines, plants his new cuttings, and reaps the results. Whether the nett returns be large or small, the farmer saves in cash or in kind, even in the hardest times. His life is one of peaceful rural simplicity. Everything around

Robertson.

him is maintained on the most economical principles. He consumes his own produce, and sooner or later, in the course of even a short life, the Robertson farmers are invariably the moneyed men of the veld community.

The town possesses excellent public library buildings and an adequate stock of literature. Cricket, football and tennis are played enthusiastically, and consequently played well by the younger fry in the town, and there is some good golfing, which seems, however, to be reserved for the *elite* of the neighbourhood, the majority of the simple Dutch folk being bothered with so many "sticks," the width and length of the links, and the strangeness of the inevitable golfing attire.

Ashton.—Hamlet and Railway Station 42 miles E. of Worcester Station, C.G.R., and 131 miles from Cape Town. P.O., T.O. and M.O.O. Hotel. Postcart to Montagu 6 miles, daily ex. Sunday, twice, after arrival of trains, 2/-.

Ashton was at one time the *locale* of the railway shops which are now at Robertson. It consists of a few houses and an hotel; its distinction lies in being the station for the more celebrated picturesque village of Montagu.

The projected Ashton Irrigation Canal, close upon 100 miles in length, will render cultivable 40,000 acres of Karoo soil through the whole length of the valley from Worcester to Ashton at a cost of about £500,000. The works will start from the Breede River some twenty miles or so above Worcester, and finish at Ashton.

Ashton land carries heavy crops of fodder plants, especially lucerne. The 100 miles' scheme of irrigation, if carried out, will reach a long fertile stretch of land under the Langeberg. On the rich lucerne land the ostrich thrives, and the Breede River flats yield enormous crops of potatoes. The fig, the vine, the orange and the bamboo flourish, and bring wealth to the farmers.

Nuy. A small village, also with an irrigation scheme. The Nuy irrigation works will effect the watering of 5,000 acres of Karoo. The water will be conveyed by pipes down a rocky kloof with precipitous sides to extensive lands at a much higher level.

There is a canal seventeen miles in length for the conveyance of surplus flood water to irrigate the Karoo, and to supply water to small storage reservoirs on the farms. The money for this scheme has been advanced by the Government as a loan to the farmers, and the work is being carried out by an Irrigation Board formed by the farmers of the district.

The smaller Nonna and Bonnie Vale schemes are very promising, and are under construction on similar lines to the foregoing.

The drive from Ashton through Cogman's Kloof, along the foot of the mountains to Montagu, is one of the finest in this part of Africa. The strata of the mountains appear to have been violently disturbed, the sedimentary rock having been laid down in contorted and folded bands, giving the illusive effect of volcanic agency, and presenting a most awesome and majestic appearance. In one place the cart track runs through a tunnel in the spur of the mountain leading to the very highest ridge of the journey. Here there is a fort erected to protect the pass against invasion in war time, the position being such as to make the pass completely impassable.

Montagu, lat. S. 33 deg. 48 min., long. E. 20 deg. 8 min., height, 727 ft. Town 6 miles N.E. of Ashton Railway Station. Resident Magistracy. P.O., T.O. and M.O.O. Population: white, 1,169, coloured, 829. Postcart to Ashton Railway Station, 6 miles S.W. of Montagu, 1 hour.

Montagu is reached after a delightful bracing drive of forty-five minutes. It is literally a commune of vineyards, pretty houses and homesteads dotted among the vines giving the true impression of rural peace, prosperity, and repose. No grapes in South Africa can excel those of Montagu. Much of the crop is used in the manufacture of the famous brandy, Montagu Dop, for which the place is noted. The hot mineral springs and baths, which are distant from the village about two miles, have also brought Montagu into public prominence. The baths are in a romantic kloof. They have often been efficacious in cases of acute rheumatism, sciatica, and cutaneous diseases. The water rises to and main-

tains a temperature of 90 degrees Fahr., chemical analysis shows the presence of a very large percentage of curative properties and several restoring sulphates and chlorides. The baths, in a roomy building, are eight in number, and a boarding house is connected with them for the convenience of invalids who wish to remain on the spot for bathing treatment. It is, perhaps, needless to add that there are numerous pretty walks and drives in the neighbourhood, and that the climate is all that can be desired.

Gold has been frequently found in the district, but like other similar finds in the Colony, it is either not present in sufficient quantities to justify the expenditure of much capital or other conditions have prevented proper tests being made. There is certainly an auriferous belt in this district, but who can tell its value unless sufficient money is spent in opening up the lodes? It has been said that the quartz found is "hungry," a miner's phrase for poorness, but often enough the best reefs are poor near the surface, and become rich at depth. Oxidization may also account for surface poorness in some cases. The fact remains that gold has been discovered in various places, but so little development has followed as to leave the value problematical. The growth of local population with money to spend, and courage in the spending, may yet cause the roar of the stamps to reverberate through the mountains, villages and dorps of Montagu.

Investors have to exercise the greatest care in the investment of their money in shares in the "outside" stocks of new districts upon the reports of prospectors who are often very ignorant men. We have in our mind a humorous incident related to us by the engineer who is referred to in the following narrative.

There was in charge of some mining claims an old prospector who represented a Cape Town syndicate. He was sitting in his tent writing his report for the forthcoming meeting of shareholders, when there popped in the mining engineer who was visiting the district. The prospector became voluble about the riches of his mine, and said so many odd things that the engineer, who was a bit of a humourist, thought he would see how far the old gentleman would go, so he asked him if there was any radium on the property. "Oh, yes, I went through a seam of it eight feet thick when I was sinking for water the other day." "Ah," said the engineer, "I thought so, and I suppose you have plenty of peritonitis on the property?" "Oh, yes, there is a large outcrop of it just over there," pointing to the horizon through the doorway of the tent. "As you have radium and peritonitis, I suppose you have plenty of appendicitis?" "Oh, yes," and waving his hand airily towards a distant hill, he added, "it runs right through that belt of country." We have not yet heard of a radium boom. Probably "the Board" are keeping the discovery dark.

At **Drew** may be seen one of the finest orange groves in the Colony, from which oranges valued at over £2,000 were exported during 1906.

Approximate Road Distances.—From Robertson to Ladismith, 105 miles E.N.E.; Caledon 60 miles S.; Montagu to Touws River Railway Station, 64 miles N.

Some Typical Returns.—Robertson.—Butter, 32,399 lbs.; ostrich feathers, 5,936 lbs.; potatoes, 67,223 muids; skins, 13,988; wine, 985 720 gals.; brandy, 576,299 gals.; oathay, 665,616 bundles; tobacco, 10,950 lbs.; lucerne, 768,900 bundles; barley, 17,213 muids; dried fruit, 299,730 lbs.; cattle, 7,056; horses, mules, etc., 5,335; sheep, 28,800; goats, 64,911; ostriches, 5,577.

SWELLENDAM.—The Fiscal Division contains 2,362 square miles, and the census division a population of 7,644 whites and 6,241 coloured. The principal products are wool, mohair, barley, oat-hay, spirits, tobacco, fruits, butter, potatoes, sheep, goats, horned cattle and ostrich feathers. The annual average rainfall is 25·23 ins., and the wettest month May.

Swellendam, lat. S. 34 deg. 4 min., long. 20 deg. 27 min., height 500 ft. Township and Station. Civil Commissioner and Resident Magistracy. P.O , T.O. and M.O.O. Population: white 1,139, coloured 1,267.

Swellendam.

This is one of the three oldest towns in the Colony. In the eighteenth and nineteenth centuries, it was an important trading and political centre. There are many old houses built in the dominant Dutch period, including the Drostdy, which was the seat of Justice. The ancient history of Swellendam is full of interest. As the Colonists of 1745 enlarged the boundaries of their domain, it became necessary to administer the laws on a frontier that had become too distant from the chief seat of justice for practical purposes. It was, therefore, found expedient to appoint a Landdrost, and Governor Swellengrebel was the man. He chose Swellendam as his domicile, giving it the name (after the example of Van der Stel), so as to perpetuate himself and his wife in history—Swellen-dam (or dame).

A Board of Heemraaden was appointed after the manner of Stellenbosch. So the Colony was divided into the three districts of Cape Town, Stellenbosch and Swellendam.

Then, in 1795, war abroad and a native war within the borders of the Colony caused distraction in the administration, the burghers of Swellendam

expelled their Landdrost, and declared themselves a free Republic, electing a body which they called a National Assembly, thus following the example of the burghers of Graaff-Reinet, to which we shall refer. Then, within a year after, came the end of the outside war, which had entered at last into Cape Colony, and in 1795 this little independent State of Swellendam abolished itself as a Republic, and submitted to English rule. The commercial prosperity of the town steadily increased, but the political affairs of Swellendam have since been left in the hands of its Parliamentary representative.

Unlike most South African towns, it assumes the form of one long street, which follows the course of a small tributary of the Breede River, and is over three miles in length.

In the mountain kloofs, distant but a mile or two from the town, there are extensive forests, and amid these forests, through Southey's Pass and similar avenues, not too thickly undergrown to exclude visitors and pic-nickers, many a happy jaunt and junket is celebrated during the year.

Of course, there are the usual churches and public institutions, and a good racecourse.

A water main, conveying mountain water from the forests for domestic and garden use, has proved a boon by replacing a very defective supply that did not always conduce to the healthiness of the town.

Wool and ostrich feathers are the chief products of the district, but a lucrative trade is also done in everlasting flowers and the medicinal herb buchu.

Game is very plentiful, and there is good shooting for birds and small buck.

From the rustic silence of Swellendam to the ocean roar of the nearest strand is but the consideration of a few hours and miles, and every summer many Swellendam folk leave for Struis Bay and Wagenhuis Krantz by cart, *via* Bredasdorp, forty miles.

Postcarts :—From Swellendam to Buffeljaagts 15 miles, daily except Sundays 8 a.m., 3 p.m. 12/6 Return £1. From Swellendam to Bredasdorp, 45 miles S.W. Caledon, 75 miles W.S.W. Ladismith, 80 miles N.E.

Barrydale (15 miles).—The road to the latter village runs first through Zuurbrak, and then through Tradouw's Pass into the south Karoo.

At Barrydale, brandy distilling, ostrich feather farming and wheat growing are the principal industries.

Periodical Court, P.O., T.O., and M.O.O.

Some Typical Returns.—Swellendam.—Wool, 453,137 lbs.; mohair, 46,490 lbs.; butter, 17,268 lbs,; ostrich feathers, 12 927 lbs ; skins, 25,278; barley, 15,414 muids; brandy,48 168 gals.; oathay, 798,681 bundles; tobacco, 105,057 lbs.; potatoes, 30,383 muids; dried fruit, 32,415 lbs.; cattle, 14,183; horses, mules, etc., 5,469; sheep, 120,167; goats, 79,276; ostriches, 9,809.

BREDASDORP.—The Fiscal Division contains 1,577 square miles and the census division a population of 4,264 whites and 3,402 coloured. The principal products are wool, wheat, barley, oats, oathay, tobacco, fruits and sheep. The annual average rainfall is 21·02 ins., and the wettest month May.

Bredasdorp.—Lat. S. 34 deg. 33 min., long. E. 20 deg. 2 min., height 250 ft. A village 45 miles S.W. of Swellendam on the New Cape Central Railway, which is 192 miles from Cape Town. (Sir Lowry's Pass Station is 82 miles W.N.W. of Bredasdorp and 35 miles from Cape Town.) Civil Commissioner and Resident Magistracy, P.O., T.O. and M.O.O. Hotel and Churches. Population: white 408, coloured 535.

Excursions are frequently made by postcart from Bredasdorp to Cape Agulhas, the most southerly point of the African Continent, celebrated as the scene of the wreck of the ill-fated "Birkenhead." Other seaside resorts are Still Bay and Port Beaufort, the stations for which are Riversdale and Port Beaufort Siding. Return tickets at single fare, available for one month, are issued to those stations by the Railway Company. All these places provide good bathing, boating and fishing.

Postcart to Caledon, 50 miles, Wednesdays, 6 p.m.; Mondays, 5.30 p.m.; Fridays, 5 p.m.; £1; return, £2.

Cape l'Agulhas.—Post and Telegraph Office, 23 miles S. of Bredasdorp.

Napier, Village, 49 miles S.W. of Swellendam Station and 72 miles E.S.E. of Sir Lowry's Pass Station. P.O., T.O. and M.O.O. Hotel and Churches.

Postcart to Caledon, 40 miles, Mondays, Wednesdays and Fridays, 9 p m., 15/-; return, £1 10s.

Approximate road distances: Bredasdorp to Swellendam, 45 miles N.E. Port Beaufort *via* Malagas, 55 miles E.N.E.

Some Typical Returns.—Bredasdorp.—Wool, 504,910 lbs.; ostrich feathers, 2,590 lbs.; skins, 20,021; wheat, 24,048 muids; oathay, 319,893 bundles; oats, 39,553 muids; tobacco, 43,114 lbs.; barley, 22,956 muids; dried fruit, 10,348 lbs.; cattle, 4,730; horses, mules, etc, 4,893; sheep, 131,559; goats, 20,802; ostriches, 2,741.

Heidelberg. Railway Station and Village, 35 miles E. of Swellendam and 125 miles from Worcester. Periodical Court and Special Justice of the Peace Court; P.O., T.O., and M.O.O.; population —white, 595; coloured, 834. This is a thriving agricultural centre under municipal government. There is a small river (the Duivenhoks) adjacent to the town, which is sometimes subject to heavy floods. Serious destruction of property then occurs within the course of the stream which swept away a fine bridge a few years ago.

The farmers do well with their wool and grain. A considerable quantity of good tobacco is produced, and finds a ready market.

Port Beaufort. A pretty, but almost disused, village and P.O., 39 miles S.E. of Swellendam, at the mouth of the Breede River. This was at one time a flourishing little port, but the entrance has become impassable through sand bar, and except for inland excursionists the place is neglected.

RIVERSDALE.—The Fiscal Division contains 1,711 square miles, and the census division a population of 7,944 white and 5,775 coloured. The principal products are wool, ostrich feathers, oathay, lucerne, tobacco, fruits, butter, sheep, horned cattle, ostriches. The annual average rainfall is 15·13 ins., and the wettest month March.

Riversdale.—Lat. S. 34 deg. 6 min., long. E. 21 deg. 16 min., height 100 ft.; 55 miles E. of Swellendam, which is 192 miles from Cape Town. Population: white 1,136, coloured 1,507. Civil Commissioner and Resident Magistracy, P.O., T.O. and M.O O.

Postcarts to Ladismith, 50 miles, Thursdays 8 p m.; £1 7s. 6d

Riversdale holds a wool market twice a year, at which large clips of first-class quality from the district, adjacent, and afar, realise excellent prices. Equal in importance is the ostrich feather trade, and altogether the prettily situated town has most prosperous business. The day of small things has always been respected. A housewife's fad to keep a bee-hive for the sake of a little bees' wax and honey, promises to develop into a considerable local industry. Extensive dairying, commencing with one little experimental (traveller's sample) cream separator now provides large quantities of butter, and the returns of tobacco, potatoes, wine and brandy increase every year.

The beautiful effect of the heather bloom on the mountain slopes is difficult to describe, and can best be likened to a scene on the Derbyshire Moors or in the Scottish Highlands. There are nearly 120 distinct varieties of heather. Other flowers also abound, and the whole district is rich in botanical treasures.

This is a great breeding place for cattle, horses and goats.

An ornamental public park, along which runs the Vette river, is a very popular resort, especially as bathing arrangements in the river have been provided by the municipality. There is good shooting in the neighbourhood, birds and buck being plentiful.

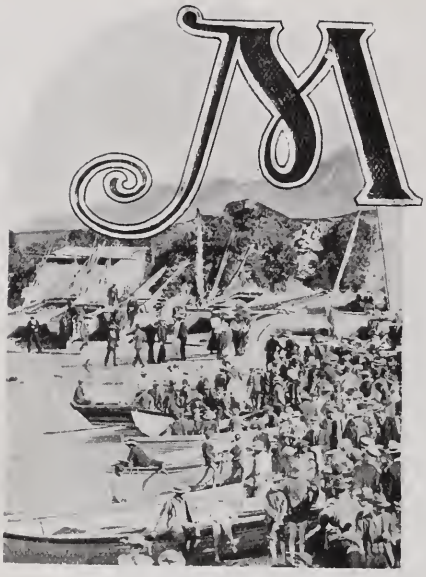
There are two excellent hotels.

At a distance of 182 miles from Worcester the Gouritz River is spanned by a handsome cantilever bridge 240 feet in length and 201 feet high.

Some Typical Returns.—Riversdale.—Wool, 344,779 lbs; mohair, 5,260 lbs.; butter, 26,948 lbs.; ostrich feathers, 15,333 lbs.; skins, 22,691; brandy, 8,162 gals.; oathay, 705,480 bundles; tobacco, 190,290 lbs.; lucerne, 132,755 bundles; dried fruit, 34,712; cattle, 22,069; horses, mules, etc., 4,866; sheep, 93,451; goats, 63,171; ostriches, 11,929.

MOSSEL BAY.—The Fiscal Division contains 707 square miles, and the census division a population of 5,265 white and 5,435 coloured. The principal products are wool, tobacco, oathay, butter, sheep and horned cattle. The average annual rainfall is 16·59 inches, and the wettest month April

Mossel Bay. Township and Railway Station, situated on the southern shore of Mossel Bay, lat. S. 34 deg. 11 min., long. E. 22 deg. 9 min., height 105 ft. Civil Commissioner and Resident Magistracy, P.O, T O. and M.O.O. Three good Hotels. Population: white 1,657, coloured 2,549. The town is protected from westerly winds by Cape St. Blaize. Coasting and Intermediate steamers call here.



OSSEL Bay got its name from vast quantities of mussels found on the sea-shore.

Among the precipices close to Cape St. Blaize at the western extremity of the bay, there is a remarkable cave about 400 feet above the sea reached by a dangerous path. Its floor is covered with mussels. About fifty feet higher is a smaller cave containing no shells whatever. Learned people have quarrelled about the explanation of this deposit of mussels in such a place. The most probable explanation is that once upon a time Hottentots lived in the cave, ate mussels, and left the shells.

With the railway bringing its trade along the Cape Central rails from the main line of the Cape Government Railways, and with the extension of the Government line from Mossel Bay to George which has just been completed, Mossel Bay is now well within sight of that new era of development and expansion which has been predicted for many years. Well situated on a gradual terraced slope, the crescent-like bay, with its sheltered anchorage for the heaviest vessels that visit Cape Colony, without any competitive opposition anywhere, the commercial position of the town and port of Mossel Bay is unique among the ports of the Colony.

It seems permissible to emphasize the prediction that when the line to Oudtshoorn is completed, and the aforesaid linking up is thus effected, the town and population of Mossel Bay will double their present size.

Such is the commercial outlook for this admirable locality.

For the tourist, the place has many charms; there is always enough sandy, sheltered beach and shallow water whereon to bathe and swim, and high sport

among the birds and fishes of the air and the sea. He may even go forth and, from the neighbouring oyster-beds, collect his own oysters.

But a few yards from the outskirts of Mossel Bay and extending a considerable distance from right to left of the town, the beach is provided with ideal private sea baths in the form of natural depressions and coves, subject, of course, to the ebb and flow of the tide. These and the other advantages mentioned, annually attract great numbers of country people, who travel long distances by road and rail, and camp out, till the whole shore often looks like a great Boer camp. They have come from the far Karoo over the Swartzberg Pass, down the Cango Valley, to and from Oudtshoorn and elsewhere. On a moonlight night, the scene from a short distance reminds one of a Mediterranean watering place. The camp fires on chilly nights are surrounded by men, women and children, mostly grouped into devotional meetings. Mingling strangely with the murmuring roar of the restless sea, sacred song bursts forth rendered by masculine voices more regardful of volume than harmony, and yet solemn and inspiring. It is the Africanders' evening hymn, unlike anything else in the world.

In such a bay as this, with islands and coves to explore, there is no more agreeable pastime than boating. The safest and best built boats procurable for rowing or sailing can always be obtained with or without a captain. As for fish, you may even exploit an occasional whale, and sharks are always in attendance to give and take the excitements of the chase.

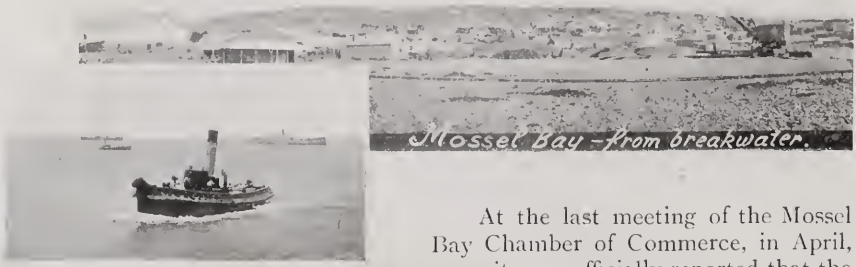
A visit should be made to the Seal or Bird Islands, which are frequented by seals and myriads of sea-birds.

The hotel accommodation is good, and there are private boarding houses. For those who desire to remain in the town for some time there are the usual club, library and other conveniences.

The ocean steamers of the Union-Castle and other lines regularly put in at Mossel Bay, where vessels of heavy tonnage find excellent anchorage and shelter from the boisterous north-west gales.

The merchants of the Bay are very busy in the forwarding business to and from the back country. The people of the town have displayed great taste in laying out an ornamental park and the planting of shady trees along the streets and avenues. The houses and public buildings, mostly constructed of an excellent sand-stone which is quarried in the neighbourhood, have a substantial appearance. A massive stone and concrete breakwater is being constructed into the sea to break the force of the great ocean swell that has often wrought havoc on the shore. There is a substantial jetty for receiving alongside cargo-laden vessels, and powerful cranes and appliances for unloading. There is constantly employed in the harbour a huge dredger which sucks up the superfluous silt, and takes it to deep water, thus keeping the harbour free from obstruction. A commodious repairing dock has also been constructed.

The water supply of the town is derived from the neighbouring hills by an excellent system of piping, the service having cost the town an immense amount of money.



At the last meeting of the Mossel Bay Chamber of Commerce, in April, 1907, it was officially reported that the farmers were in a flourishing condition. The imports exceeded those for 1905 by 64 per cent., and the exports had increased by 25 per cent. The exports amounted to 60 per cent. more than the imports.

Postcarts: To Oudtshoorn, 77 miles N.N.E. of Mossel Bay *via* Brandwacht and Ruyterbosch, 10 hours, daily, except Sundays, 8 p.m.; £1 15; return, £3 7s. 6d. Special carts to seat three, £5. Apply Haak, Mossel Bay; George, 35 miles N.E. of Mossel Bay *via* Great Brak River, Sinksa Bridge and Blanco, five hours, daily, except Sundays, 8 p.m.; £1; return, £1 17s. 6d.; Riversdale, 55 miles W.N.W. of Mossel Bay *via* Gouritz River Bridge and Tigersfontein, nine hours; Great Brak River, 16 miles, daily, except Sundays, 8 p.m., 10/-; Knysna *via* George, 89 miles, Saturdays, Tuesdays and Thursdays, 8 p.m., £2 10s. Special carts to seat three, £7 10s. Apply Haak, Mossel Bay.

Some Typical Returns.—Mossel Bay.—Oathay, 631,038 bundles tobacco, 17,034 lbs.; dried fruit, 6,570 lbs.; wool, 252,232 lbs.; skins, 12,155; ostrich feathers, 7,899 lbs.; butter, 23,515 lbs.; cattle, 10,784; horses, mules, etc., 2,367; sheep, 77,673; goats, 39,437; ostriches, 5,395.

GEORGE.—The Fiscal Division contains 979 square miles and the census division a population of 6,542 whites and 6,085 coloured. The principal products are wool, tobacco, oathay, lucerne, ostrich feathers, butter, fruits, sheep, horned cattle, ostriches. The annual average rainfall is 24·18 ins., and the wettest month November.

Great Brak River, a village that will for a long time retain its rustic attractiveness, despite railway innovations. It is a busy little place, containing a boot-making or veldschoen industry and a large corn mill. A very prosperous farming community is settled in the surrounding neighbourhood. It is within a very short distance of the seaside, and is much resorted to by holiday makers.

Here is the birthplace of the Searle family, an influential commercial factor in Cape Colony, visibly and beneficently controlling almost the whole social and commercial life of the "Brak" district, and taking a prominent part in the affairs of the Colony at large. Through the indefatigable efforts of the founder of the family, this part of the country has become very productive. The mountain streams and torrential rains that formerly ran to waste, and caused damage and havoc instead of benefit, have, by the sagacity and energy of the Searles and the expenditure of their capital, effected the enrichment of the country side. A former wilderness of waste and hopelessness, has, by the application of water and common sense, become a place of beauty and profit to those who dwell there. Searle's Stores are everywhere; their boots and veldschoens are travelled for from far and near by "commercials" who do well for their firm.

The drive in the cart to George is very enjoyable. After leaving Brak, as the Great Brak River village is locally called, the road ascends to a considerable height along the side of the mountain, and the view from the highest part of the road is charming, looking down, as one must, into beautiful valleys on either side, covered with forest trees and flowering shrubs with a distant view of the Brak River creeping in and out of the verdant plains and pastures below. In wet, stormy weather, the climb up and down this hill is anything but comfortable, and everything seems changed into wildness by the tempest. Mountain streams and torrents dash down the sides of the mountains and over the rocky prominences everywhere for a few brief hours, when the great South African calm again settles on the place; the storm waters have flown to the greater streams, and are gliding into the ocean.

Blanco, village 3 miles W. of George; P.O., T.O., and M.O.O. Population: White, 160; coloured, 202.

Just before entering George we alighted from our cart at Blanco and took a photograph of the most beautiful house we had seen since we left Worcester, that is to say, from the modern point of view. The air was so still after one of those stormy downpours of rain to which we referred, and the ornamental lake

in front of the house so clear, that it reflected everything around it as though in a looking glass. On developing the plate, there was some doubt about the "right side up."

Blanco is an interesting place on account of its beautiful landscapes, and its probable future as an industrial outskirt of George.

George. Township situated at the base of the Outeniqua Mountains, lat. S. 33 deg. 57 min., long. E. 22 deg. 29 min., Height 620 feet. 40 miles N.E of Mossel Bay, which is 242 miles from Cape Town by sea. Population: white, 1,829, coloured, 1,677. Civil Commissioner and Resident Magistracy. P.O. T.O. and M.O.O. Railway station of the branch of the C.G.R. from Mossel Bay to Oudtshoorn.

ago, when George the Third was King, the rural district of the Cape that bears his name consisted of four or five small houses and a few slave huts grouped together in a wilderness of unsurpassed beauty. Scarcely a handful of white inhabitants represented modern civilization, and all but one of those have passed on to still fairer climes. The survivor, old Mr. Meyer, was born in George eighty-six years ago. His back is as straight as an old time ramrod, and his eyesight as clear as when, sixty years ago, he met his vrouw and eyes looked love to eyes that spake again; keen blue eyes old Meyer's, missing nothing worth seeing within a radius of twenty-five miles; quick in his step, and it often enables him to accomplish his four miles an hour with ease against a younger man.

The Oldest Georgian.

As he sat with us in the portico of the old Town House, where he gambolled as a child eighty years ago, he said: "Yes, Sir, it seems like yesterday, and although they may say that Cape Colony is slow, and George is slow, it doesn't seem like it to me. The old place seems as youthful as ever. The country folk have been for many years working to the north and to the south and to the east and to the west, conquering the wild, useless, indigenous wilderness growth, cutting tracks and roads where never road was seen, diverting eccentric storm-made water courses and making reservoirs, till, at last, the public at large are gazing on our land. They see that labour and money have been so spent that the land is fair to look upon." And so it is. Rough but kindly Nature has sanctioned man's handiwork.

A placid life tends to longevity, and aged people often have sharp intellects. A shrewd, old resident of George, seeking to ensure his ease and comfort to the end, bought an annuity from an insurance office, who, deeming him to be on the brink of the grave, generously sold at less than the minimum rate, for the sake of the advertisement. No sooner did the annuitant realise his safety than he developed startling vitality, and lived on and on, till many a younger man died of old age. Tradition says that insurance companies have since almost ceased granting annuities to old Georgians.

Besides the oldest inhabitant, there is Mr. Peterson aged 94, old Mrs. Grace 87, Miss Jones 85, Mr. Van der Vlei 82—all well and hearty. The maiden lady has had three paralytic strokes, the third attack leaving her with better health than she has enjoyed for many years. Then Mr. Harrison is over 80, and there are many ancient coloured people. The Venerable Archdeacon, aged 75, has an elder brother and sister, both unmarried, living with him. The other Anglican clergyman is about 73 years of age. The beauty of it is that these old folk are all apparently happy and satisfied to live in George for ever.

We met another old lady who has lived in the district for nearly fifty years. In her pretty little home, with her husband, a very old man, she said she had no desire to go to heaven, because she was quite as happy here as she could be anywhere else, and she would not go to heaven unless she was obliged.

Along the main street, the centre roadway is wide enough for a dozen teams of oxen abreast, and hard enough to suggest the best macadam. Oak trees shade

the houses and footpaths from the noonday sun, and pure sparkling water runs through the streets. Many of the houses were built when old Mr. Meyer was young. Some of them, which might have been imported from Stratford-on-Avon —white-washed walls and thatch roofs with diamond windows, ensconced, as most of them are, 'mid leafy oak and smaller trees—form pictures that adorn many a photographic album. The more modern houses are equally handsome; they also have their leafy shades; they are the outward semblance of the comfort and affluence of the "Upper Ten." There are even some specially sumptuous houses. The shops are so unpretentious that at first the visitor almost doubts their existence. Step inside the largest corner store, run by an old established Dutch family, and if it be on a market day, you will find yourself, for the first time since you left Cape Town or some other populous place, in the midst of almost breathless bustle.

Other stores are up and down the streets. One gets the true state of the times in these stores from the testimony of the local bankers and merchants who have their fingers experimentally on the commercial pulse of the Colony.

Wide stretches of undulating, fertile veld are dotted here and there on the outskirts of the town with farms and homesteads belonging to well-to-do farmers. The Outeniqua mountains are near the town. On their sides are dense woods and undergrowth, including the Government plantations which are conspicuous by their verdant freshness and symmetry. Large reservoirs, in which water is conserved for the use of the town and the irrigation of the Government Plantations, are all within a short walk.

Accompanied by someone who knows the district well, the tourist may have some fine sport among the birds and game of the neighbourhood.

There is a quaint and prettily situated English Church in the centre of the town, whose congregation is ministered to by the Venerable Archdeacon who has laboured in the parish for very many years.

The ladies are the leading spirits in affairs that constitute the charms of daily life. Bazaars, tennis parties, picnics, dances, private theatricals, and the encouragement of eligible matches between the youths and maidens of the district. That odious old person, Mrs. Grundy, who so often spoils the harmony is, as far as we could ascertain, unknown in George.

The men folk of the district are, of course, of the usual type; knowing everything connected with political, social and business affairs, they condescend to preside at any movement which may be afoot, that is, if somebody else has set the ball rolling.

The tired worker from the office, the store, or the workshop of a large town may, in George and the district, find a haven of rest and quietness, and yet full of variety and freshness. Daily he may have fresh jaunts and places to visit. He may go to the picturesque suburb of Blanco and there have some of the advantages of Matlock, Bakewell, Buxton and Harrogate.

A George Tree.

Let us refer to our visit to Woodifield, the beautiful forest home of the Hon. A. G. De Smidt, M.L.C., who is always pleased to see visitors. To his courtesy we are indebted for the recollection of a very pleasant time. Le Vaillant's description of Pompoen Kraal, as Woodifield was originally called in the eighteenth century, is as follows :—

"The serene weather and the beautiful aspect of the sky seemed to promise us a recompense. The hill of Pompoen Kraal, where I had pitched my tent, pleased me extremely. At a little distance from it was an eminence covered with a thicket of thirty or forty feet diameter, whose trees and bushes were so interwoven with each other that the whole seemed of one growth. I determined to make this my residence, and in pursuance of this design, had an opening of about seven feet high and sufficiently wide to afford an easy passage cleared to the centre. Here, by the help of our hatchets, we formed two complete squares, in one of which I placed a table and chair, the other I adorned with the kitchen utensils and reckoned it my drawing room. These recesses, naturally roofed in with branches and leaves to an impenetrable thickness, were to me a most charming and refreshing retirement.

"The sumptuous grottos of your wealthy financiers, magnificent villas of English nabobs, what are your purling streams, your cascades, your artificial mounts, zig-zag walks, bridges, statues, or all those objects which satiate the

senses and fatigue the eye? What, compared to the simple unaffected beauties of Pompoen Kraal?"

So said Le Vaillant 200 years ago, and to-day the scene is not changed, except that trees and flowering plants of the nineteenth and twentieth centuries grow in the place of the ancient forests, and tangled undergrowth and scrub have given way to the rural verdure and cultivation that responds to the sympathetic touch of the human hand, and even of the mere human presence. We revelled in the fruit gardens and shaded ourselves in the leafy groves of Woodifield, and we congratulated Mrs. De Smidt upon the fact that she was distinguished among the women of George as an arboriculturist. Many sturdy oaks, poplars and well-placed firs had been planted by her. Anybody could tend a garden, but few could plant such noble trees.

At Woodifield.

Quite close to Woodifield are some lovely sea-side resorts, which afford both fishing and bathing. Excellent shooting is obtainable.

On the eve of Nachtmaal, George is quite a busy place, especially early in the morning, when the farmers are arriving with their heavy waggons drawn by some of the largest teams of trek oxen that ever before wended their leisurely way through the broad, sun-lit avenues of leafy George. The eve of Nachtmaal is a great sale day of cattle, horses, sheep and implements. There were black and white farmers and farming men all bringing cash or kind for distribution among the stores of the town. The black would be the servant of the white farmer, the coloured half-caste or Cape boy probably came with a team and freight of his own, but he either brought good value for cash or cash itself for purchases of new stock and produce. Everyone, white or coloured, and even a few Kaffirs, possess broad morgen or little patches of veld that yield food for man and beast the year round.

No hurry exists nor a trace of excitement. Thousands of pounds sterling have to pass at the auctions from hand to hand during the morning, and all the business is done as calmly as though prayer-books were selling instead of live stock and implements of husbandry.

The rustic meetings and greetings for the first time since the last great sale day, perhaps a year ago, were as matter-of-fact between relatives as between

friends. No gush between men or women. The women don't kiss each other, but, like the men, administer a hand-shake which consists of taking the fingers of the hand for an instant and letting them suddenly drop.

Although things seem a bit confused to the novice, the sales were quietly and quickly con-

ducted; everybody got his money and his articles, and the happy-go-lucky farmers and their families and coloured entourage made treks for the Nachtmaal outspan, an improvised camp of waggons outspanned all round the town, scores of these well-to-do people dossing in and under the waggons, or even in the warm open air, for one night only, till the morrow (Sunday), when the Church would be full, more or less, the whole of the day.

The eve of Nachtmaal is half a fast on which abstemiousness is practised as a preliminary virtue, but which, among these simple living farm folk, must be no discipline whatever. On the day of Nachtmaal itself, however, the Dutchman lives like an anchorite. All day long the Church was full of worshippers, who sang and prayed with all the earnestness of their robust natures from early morn till late at eve, listening with rapt attention and admirable silence to remarkably long Dutch sermons.

Escorted at first by a local friend, we did a little touring of the vicinity, hobnobbing and exchanging salaams with numerous nabobs, who seemed to spring up wherever we went. Then we were taken over by the obliging Government Conservancy Officer, who dived with us into the glades and thickets of the Government forests, showing us the young saplings that are being trained to do good work in the world as commercial timber for all purposes, the greatest care being taken that the timber selected should be as nearly indigenous as possible.

Woodifield

The ravages wrought by a fire at one place among the mountain timber had left a huge unsightly scar on the mountain side. We caught sight of a tuft of white smoke in another direction. It proved to be the beginning of another disastrous bush fire, originating, nobody seemed to know how.

ILDERNESS.—The journey to the famous "Wilderness" is a delightful jaunt of about fourteen miles, the road winding through virgin forest country, and crossing the bridges of the Swart, Kaaimans and Silver Rivers, three mountain streams as much like Scotch burns as possible, even to the peaty, reddish tint of the water. The discolouration is caused by the decomposition of vegetable matter and fluid oxide of iron and manganese.

A new road that has replaced a steep and rugged path goes through unrivalled views of the four George lakes, the Touw River and the sea coast, and on turning the corner above the Krantz, the Wilderness homestead is seen framed in woodland scenery against the background of the Kaaimans River Cliffs.

The visitors' house or hostel, a perfectly comfortable place, is managed by two ladies. The cuisine has a high reputation.

Ordinarily, the sleeping accommodation is for twenty-five people, but at Christmas and other holiday times special provision is made for larger numbers. The site of the hostel is reserved by the owners for the day when a large hotel will be wanted, probably in the near future.

Although not possessing the whole dramatic grandeur of St. John's, or the wide sweep of Durban Harbour, the charm of the Wilderness is its tranquility and restfulness, its fairy-like landscapes and sea views tipped and suffused with varying tints of sunrise and sunset and the shadows of the mountains, the stillness, broken only by the sportsman's gun, the songs and calls of the birds, the roar of the restless waves, the hum of busy insect life, the lowing of cattle, the laugh of happy children, and the splash of leaping fish in lake and stream.

Boats are provided for exploration, and in one of them we glided out with the ebb of the Touw, where giant yellow-woods overshadowed the placid upper reaches of the tidal waters, one of the loveliest places in the country. So still and clear is the water on a calm day that every lineament of rock and foliage is reflected, to be suddenly rippled by the wing of a lory bird as he pauses in his rapid flight to flash his brilliant plumage in the watery mirror.

We would recommend that at least a day be occupied in touring the island and upper reaches of Long Vlei—a beautiful expanse of boating and regatta

water. On the spring of a high tide access is gained by boat to Rond Vlei, a small circular lake, and about two miles to the eastward you can spread your sails on the expansive surface of Zwart Vlei, the largest of the George lakes.

At low tide, the visitor can scamper on horseback along the seashore from the Wilderness for two hours, arriving at a fishing station near the mouth of the Zwart Vlei—accompanied, of course, by the camera, for the place is most picturesquely situated in the shelter of a bay.

A charming walk may be taken from the Wilderness through the forest to the Kaaiman's River, another beautiful place where this river flows into the sea between high cliffs nearly a hundred yards across, lending a majestic effect to the scene of exit.

The celebrated Kaaiman's Waterfall is miscalled, it being the Zwart River that becomes a cascade rushing over a ledge of rock and falling about thirty feet into the chasm shewn in our illustration—the scene being ennobled by a set off of cliffs about 300 feet high on the north and south of the gorge. The old road to Knysna used to pass the Kaaimans close to this point, and the road is still in very fair order. It would be hard to surpass the beauty of the varied scenery of this spot. For about two miles the road recalls a Devonshire lane; then one is suddenly confronted with a remarkable phenomenon known hereabouts as "Nature's Map of Africa." Sheer down about 500 feet below us, the Kaaimans River winds round a sloping hill—representing in the strangest way the outline of the map of Africa in relief. The Outeniqua range of mountains is seen on the right, and as we proceed, the tidal waters of the Kaaimans and the sea come gradually into the view.

This drive is a source of satisfaction to every lover of nature, embracing mountain, forest, lake, river and ocean scenery of the most picturesque kind ending with a glorious vision of the heavy surf, dashing against the rocky cliffs, and, beyond the cliff, breaking into foaming billows along the Strand right up to Gericke Point.

Many enjoyable picnic excursions can be made through the forest on the northern side of the main road along the watershed of the Silver River. This stream forms some picturesque cascades somewhat difficult of access, however, owing to the absence of footpaths, a defect which might surely be easily remedied. Between the forest and the circular drive is a great stretch of fertile country, admirably adapted, one would think, for small dairy farms.

There is no doubt that sooner or later this ideal watering place will become very popular. It is the natural seaside resort for George and Oudtshoorn, and sportsmen will find bushbuck, greybuck and pheasants in the neighbourhood, and duck shooting on the lakes and rivers in season. Good fishing, both with lines

from the rocks and nets in the rivers, is abundant. Bathing in the lagoon, and in the surf at the mouth of the Kaaimans River is much enjoyed by visitors.

Leaving the Wilderness, we made our way to Knysna, *via* Woodville, where there is an hotel, stopping for the night at the Balmoral village hotel, twenty-eight miles from Woodville. On starting next day, we found ourselves descending into the Homtini Gorge, and presently crossed the river by the picturesque and strongly built bridge. There had been a heavy downpour of rain, and the water was rushing down the gorge at a terrific pace. We frequently saw the beautiful lory bird, with its glorious plumage of green and red. We were told that elephants were not far away, but although they can occasionally be seen by the

Lagoon Island.

Evening Red—Wilderness.

traveller (of course, they are preserved against the hunter), they usually keep themselves aloof in the forests.

We crossed the Knysna River by the wooden bridge, and arrived at Knysna, fifty-eight miles from George, just in time for a good dinner at Horn's Hotel.

Postcarts to Mossel Bay, 40 miles S.W. of George *via* Blanco, Sinksa Bridge, Great Brak River and Hartenbosch, five hours; to Avontuur 50 miles E N.E. *via* Schoonberg and Mill River, nine hours; to Humansdorp, 145 miles E.S.E. *via* Avontuur, Haarlem, Misgund, Krakeel River, Twee Rivieren, Jagersbosch and Assegai Bush, 26 hours; to Port Elizabeth, 195 miles E *via* Avontuur, Humansdorp, Gamtoos River, Thornhill, Witteklip and Gedultz River, 35 hours; to Riversdale, 97 miles W.S.W. of George, *via* Mossel Bay, Gouritz River Bridge and Tygersfontein, 14 hours; to Swellendam, 150 hours, W.S.W. of George, *via* Mossel Bay, Riversdale, Heidelberg and Zuurbrak, 22 hours; to Outshoorn, 37 miles N.N.W., *via* Schoeman's Hoek and Groot Kraal, 33 hours; to Prince Albert Road Station, 103 miles N.N.W., *via* same route, 39 hours; to Knysna, 46 miles E S.E *via* same route nine hours.

Some Typical Returns. - George.—Wool, 147,993 lbs.; butter, 17,266 lbs.; ostrich feathers, 8,347 lbs.; skins, 7,686; brandy, 6,266 galls.; oathay, 851,232 bundles; tobacco, 87,770 lbs.; lucerne, 102,400 bundles; dried fruit, 38,085 lbs.; cattle, 11,928; horses, mules, etc., 2,893; sheep, 41,047; goats, 18,186; ostriches, 5,476

At George—the road to Knysna

Fourth Tour.

George to Knysna, Plettenberg Bay, Assegai Bosch and Avontuur to Port Elizabeth.

KNYSNA.—The Fiscal Division contains 810 square miles, and the census division a population of 4,621 white, and 4,712 coloured persons. The principal products are wool, tobacco, oathay, timber, sheep, horned cattle, and gold.

The annual average rainfall is 34 32 ins., and the wettest month September.

Knysna township is situated 289 miles from Cape Town by sea, in lat. S 34 deg. 3 min., long 23 deg. 3 min. Height 25 feet Civil Commissioner and Resident Magistracy, P.O , T O., M.O.O. Population : White, 1,000; coloured, 600.

Postcarts to Balmoral, 10 miles N.N.W. of Knysna, 2 hours. George, 46 miles W.N.W., *via* Barrington and Hooge Kraal, 9 hours. Plettenberg Bay, 20 miles, E. 5 hours.

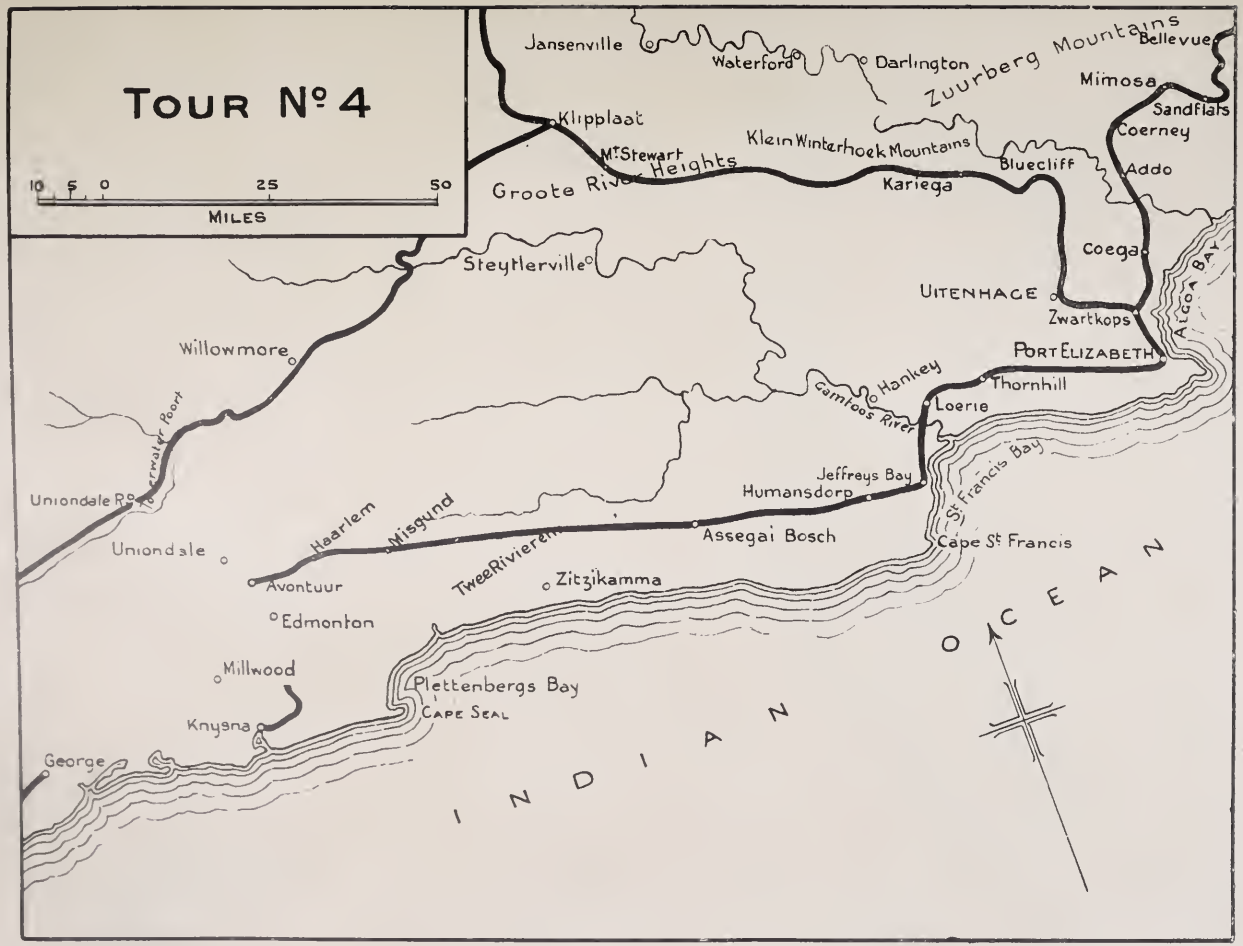
Keurbooms River.—P.O. and Farm, 25 miles E.N.E. of Knysna P.O., *via* Plettenberg Bay.

Millwood Village, 16 miles N.N.W. of Knysna.

Plettenberg Bay.—Hamlet. P.O., T.O., and M.O.O. 20 miles E of Knysna.

THE railway has come to George ; it has yet to go to Knysna. When the locomotive climbs and dashes through the rugged mountainous country known colloquially as "The Knysna," then, probably, will begin the great development of the latent resources of the district which has been prophesied for many years. That there are such resources, there is no doubt, for the geologist and the prospector with their hammers and picks, the engineer with his rock drill, and the farmer with his plough and harrow have recorded proofs in abundance.

Although generally the country-side is fertile and productive, we noticed some of the up-to-date farmers wisely conveying the sea-sand, which contains humus, shells, and other calcareous matter, on to some of the less fertile land. This is often done in the advanced rural districts of older countries, resulting in magnificent crops of all sorts of farming produce. Plenty of sand of good quality is obtainable from the beaches of Mossel Bay, Knysna, or the Wilderness, which contains phosphates of lime and ammonia. The process


TOUR Nº 4
10 5 0 25 50
MILES
Jansenville
Waterford
Darlington
Zuurberg Mountains
Bellevue
Mimosa
Sandflats
Coerney
Addo
Klipplaat
Mr Stewart Heights
Klein Winterhoek Mountains
Bluecliff
Groote Riv
Kariega
Coega
Steytlerville
UITENHAGE
Zwartkops
ALGOA BAY
PORT ELIZABETH
Willowmore
Hankey
Thornhill
Camtoos River
Loerie
Jeffreys Bay
Humansdorp
St Francis Bay
Uniondale Ro
Uniondale
Hearlem
Misgund
Assegai Bosch
Cape St Francis
Avontuur
Tweerivieren
Zitzikamma
Edmonton
Millwood
Plettenbergs Bay
Cape Seal
Knysna
George
INDIAN OCEAN

of mingling this sand with the sour veld would sweeten it for cultivation. No difficulty need be apprehended where the land is near the coast. When the railway is completed, a few truck loads of good sea beach constantly on the track and emptied here and there wherever needed, would soon effect wonders in the way of reclamation.

The Heads and Township.

It is a post cart journey from George to Knysna, or a private cart can be hired reasonably. A small steamer runs once, sometimes twice a week between Port Elizabeth and the Heads.

Besides plenty of good fishing and boating, and the usual picnic retreats, some novel excitement may be enjoyed by prospecting for gold, and who is to say that a rich discovery may not be the result? Alluvial gold in the rivers and the drifts has been found over and over again, and, somewhere up the Karratara River, where the precious metal was first discovered in 1884, there must, we think, be a more or less rich auriferous belt of country.

Along the Knysna river, pleasure boats may ply as far as the Rabbits, which are seven or eight miles long, and can be navigated by small canoes, let out by boatmen, enabling one to take a further trip of four miles up the stream.

The Knysna river never runs dry. Not only is it a stream of considerable volume, but its banks and precincts are distinguished for great natural beauty.

The principal industry is the felling, cutting, preserving and exporting of various kinds of wood which grow in the forests of the district, including boxwood, much used in England and elsewhere for such articles as weavers' shuttles. There is also the yellow wood, which makes good sleepers and is excellent for wagon and cart building. A great deal of the timber conserved by the Government is cut and made into sleepers for the railways, and a busy scene is daily enacted at the cutting and creosoting works, where the timber is prepared. Great piles of the sleepers are spread over some acres of ground, ready for shipment.

We were escorted through the plantations by the local Conservator of Forests, who pointed out the excellent method of selection and the order of cultivation of the best commercial timbers, including a great number of young cedars.

The general condition of the Knysna timber industry has been undoubtedly improved by an increased demand for railway sleepers.

The general depression in trade has been less felt in Knysna than in any other centre. Never before has so much house-building been undertaken, or so much private capital invested. There is a considerable demand for labour, but as it has to be procured from afar, the tendency is to go slowly.

The general timber exports from Knysna during 1905 were valued at £30,570.

The hotel proprietors do their utmost to ensure visitors an enjoyable sojourn. Fresh fish and shell fish of course are always plentiful. At the Heads there are several good houses where accommodation is provided for visitors.

To the sportsman we would say—Do not go to Knysna without your gun Bushbuck, rheebuck and stembuck are numerous, and there is a spice of danger to be mingled with the sport by searching the forests for "tigers." Should these not be forthcoming lively adventures are still possible with the innumerable baboons and monkeys that steal each others nuts in these woods. To shoot elephants now-a-days is a sport reserved for Kings and Princes. They are otherwise strictly preserved and are not likely to become extinct. It is desirable that the sportsman should study the game laws so that he may not incur the heavy penalties inflicted

Plantations and Sleepers.

for infringements Partridges, plover, wild ducks, pheasants, bush pigeons and many other wild birds are very numerous and so are fresh and salt water fish.

The observant traveller is always the first to discover Mrs Grundy. To our joy we found her absent from Knysna. Fancy a whole town without Mrs. Grundy! If there is a presiding local genius in the place, the position is held by general consent, and there is no lurking envy. No better instance of this Knysna trait exists than the fact that by general acclaim the best flower garden in the world outside Kew is Mrs Horn's. We have spent many happy hours in Kew Gardens, but never more so than among the rose bushes, the carnations, rhododendrons, the fuchsias, camellias, jasmine, honeysuckle, daphne, specially trained fruit trees and edible plants of many well selected sorts, and the thousand and one gardening things, from the rarest flowers to the humblest dweller in the lane, undergoing a reforming probation that may turn it into a new kind of daisy or cowslip—shady nooks, lovely walks and leafy arbours, all tended and devised by the lady of the Inn, the gentle genius of rural light-hearted Knysna.

Sick women, delicate bairns and tired business folk rapidly renew their strength and energy from time to time among the breezes and clover fields of Knysna, and its sea-side attractions.

One of the chief conditions of sea-side pleasure is the absence of ennui. The ardent fisherman loves solitude. To angle alone in a punt, fish alone all day, and sleep alone all night and dream of bites, is joy to the angler; but the ordinary man of the world seeking rest and recreation will choose a latitude where he may at least see other happy folk, be in ear-shot of the joyous shouts of romping children and the laughter and badinage of youths and maidens To be near excursion steamers and their crowds of happy roystering picnickers, caravans, coaches, carts and waggon-loads of singing, laughing tribes of happy-go-lucky trippers meeting in open, unconventional bivouac, is better than living in a deserted paradise There is no fear of jostling or overcrowding. It would take many fleets and many hundreds of trains to crowd the holiday shores and camping areas from the Knysna River to the shores of Plettenberg Bay and the wide reaches of the Keurbooms.

Boating trips are organised every year by the local Boating Club.

The Churches, hospital and public library are well supported and utilised.

Several firms employ large numbers of men in the manufacture of Colonial waggon appliances, and steam saw mills are constantly at work.

A good business might be done in fishing for export Dairying, although practised by a few residents for personal needs, might be so enlarged in a district so verdant and so well endowed with regular rain, as to add much to the prosperity of the place.

Outside the village on the farm of Melkhout Kraal, popularly known as Old Place, there is a little stone enclosure inside of which stands a huge fir tree and at its foot is a simple marble slab bearing record that the spot is sacred to the memory of "George Rex, Esq., proprietor and founder of Knysna."

The Rexs have a distinguished lineage; it is asserted that they are descended from Royalty. They have taken an important share of the Colony's up hill work. We met a grandson of the "founder" at Oudtshoorn, Mr. George Muller Rex, the well-known Editor of the *Oudtshoorn Courant*, to whom we are indebted for much useful information.

Now although it will be gathered that Knysna folk are happy and fairly prosperous, we hesitate to say they are contented. How can we be quite contented, say they, when from our hill-sides we behold our one weekly steamer carefully, sometimes perilously, steering her way through "The Heads," knowing that harbour improvements would enable fleets to enter in safety; that dredging and engineering would give the Empire a new naval dock-yard, an impregnable naval base, and a good commercial port? Herein Knysna is not content, but hopes for the day when it shall attain its desirable position among the ports of the Colony At present the population is too small to take the initiative or bear the cost alone.

Millwood is the name of an adjacent township and district that a few years ago was much excited through the discovery of gold. It was believed that a new Rand or Bendigo had been discovered The area was declared a gold-field by the Government. Unfortunately as developments proceeded the gold did not pan out as expected. Some day perhaps when the locality becomes more populous and local funds can be raised to carry out thorough exploratory work on an extensive scale, a few fortunes may still be made out of Millwood gold, but the probability is that it will be found behind the mountain from Millwood.

Approximate Road Distances.—Knysna to Uniondale *via* Prince Alfred's Pass and Avontuur, 60 miles N. Knysna to Humansdorp *via* Bitou River and Zitzikama, 115 miles E.

Some Typical Returns.—Knysna.—Oathay, 476,703 bundles; tobacco, 25,634 lbs; wool, 36,952 lbs.; cattle, 8,675; horses, mules, etc, 1,840; sheep, 10,049; goats, 3,604; timber (see "Forestry."

Plettenberg Bay.—If the visitor to Cape Colony should omit to take any jaunt or journey of importance, he is sure to regret it, and to meet the reproaches he deserves from his advisers and guides. Anyhow, this was our own experience when, after a former visit to Knysna, we omitted to explore the Zitzikama Bush country, an omission we can now atone for, and at the same time penetrate an interesting area of country, as far as the Vale of the Long Kloof, traversed by the Avontuur Railway from Port Elizabeth.

The ordinary and usual route by postcart from Knysna *via* Prince Alfred's Pass, to Avontuur, is interesting and beautiful, and a popular business route,' the journey of 53 miles occupying eleven hours; but not being in a hurry, we took the postcart to Plettenberg Bay (arriving there in five hours), with the object of proceeding by cart to Assegai Bosch, to take the train to Port Elizabeth, and thence continue our journey to Oudtshoorn.

There is an older and more frequented route to the Avontuur Railway line from Plettenberg Bay to Humansdorp, 85 miles.

After about 20 miles through very pretty scenery, the road winding in and out of the forest, we arrived at the primitive sea-side village of Plettenberg Bay, where quite a number of country holiday-makers were camping out, and revelling in the free life of the bush-man; bathing, boating, and fishing being the principal enjoyments.

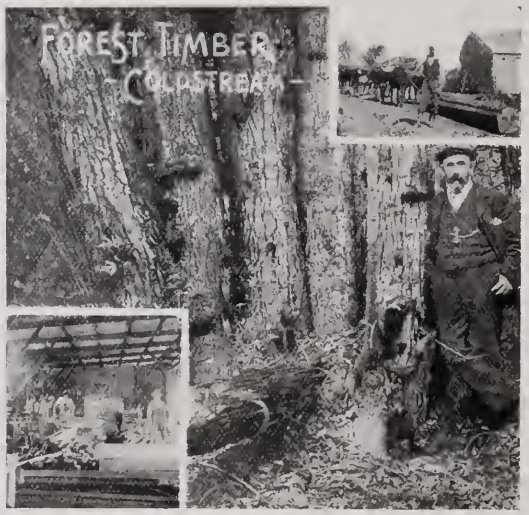
The Keurbooms River, one of the finest streams in South Africa, is passed quite close to the Bay, The banks of the river are well timbered, and clothed with grassy, flowering herbage. Boats are available for long trips up-river.

Having crossed the river, the open veld is reached away from trees and bush; the Zitzikama mountain range appearing on the distant left. On the upper Keur Flats, a few hundred feet high, the ocean could be seen in the distance, looking placid and magnificent. Then the descent is made to the rich tropical woodlands and up again, far up, on lofty hills above vast chasms and abysses through which raged roaring mountain torrents, echoing weirdly in the solitudes. In highlands or lowlands, great and minor vegetation grow in wild profusion. Skirting the path, singular looking vegetable draperies, known as "old man's whiskers" yellow and mossy, and long fibrous tendrils like ships' cables, and almost as strong, hang on the trees in parasitic fashion, providing forest monkeys and baboons with slack rope for circus feats, if there is no other use for them. The scenes on the drive along the primitive Groot River and its tributaries, in the deep shade of the great cliffs and mountain forests, are indescribably beautiful. Other rivers beside the Groot, and very much like it, were crossed on the journey. Among these were the Blauw Krantz and Hawthorn, and many vagrant streams caused by mountain torrents.

Forest Scene, Knysna.

About eight miles beyond we paused to listen to a strange sound—it seemed strange in such a place—the distant hum and whirr of buzz saws, as Americans term the circular wood cutting knives of their saw mills. And by this token

we knew that we were close to Coldstream, where there is an important forest industry about which the world knows very little. Some comfortable bush houses and well-kept gardens soon caught our eye, and so did the smoke from saw planing and turning mills, and shops of the Colonial Timber Company, Ltd., situated right up against the Zitzikama Bush. The effect on one's mind of this change from the silent forest and virgin plains was novel, even grateful to one who spends his life among the dins and worries of the up-to-date The manager courteously escorted us over the works, which were in full swing, turning out spokes and felloes and all sorts of other wagon and building accessories. The timber yard was covered and piled with the trees felled in the adjacent bush, stripped and then brought in ready for further treatment. Five circular saws were cutting up the timber. Two lathes turned out from 1,000 to 1,500 spokes daily, afterwards to be planed and finished in other machines, and finally polished on swiftly travelling sand-belts. Although America sends many carts, wagons, and accessories to South Africa, the local vehicle and adjuncts are much preferred, for they are better made and cheaper. So this forest timber concern is kept busy. Stored within the mill building, spokes and felloes and every accessory of the trade were piled up for all emergencies. There were also great pyramids of unturned spokes, merely in the chopped condition, undergoing the seasoning process before turning. The tree in our illustration consists really of five trees of good timber grown from one root.



Saw Mills, Tree and Lumber.

The traveller on this overland journey would probably halt for the night at the saw mills, where hospitality was given to us, for which we were very grateful. Or, especially if he were afoot, he might "outspan" for the night at Keurbooms Pont, where he would find accommodation.

Fourteen miles through more bush scenery brought us to Assegai Bosch Railway Station and Village on the Avontuur line.

The Avontuur railway train leaves Port Elizabeth station, traverses that magnificent expanse of agricultural country known as the Long Kloof and, between Humansdorp and Kroome River Heights thousands of acres of excellent arable land, which are held by the farmers of the district, and beyond Kroome River Heights, through Long Kloof to Avontuur, a well watered country. The railway will enable the farmers to export their farm produce to market profitably, as they have hitherto vainly attempted to do.

The line is a light one 178 miles in length and is so arranged that it will embrace as many farms as possible *en route*.

The farmers gave the Government the necessary land for the railway and thus lessened the cost of the line.

Although a two foot gauge looks somewhat toy-like, yet this line is so well-balanced and secured that the train runs as steadily as any on the wider gauge. The steepest gradient is one in forty and the sharpest curve two and a half chains. In some places the rock cuttings are twenty feet high.

The scenery through Van Staaden's Pass from Thornhill to Gamtoos and from Humansdorp to Assegai Bush is very fine and many steep gradients and sharp curves are negotiated with the care and ease that distinguish the Cape Government engine drivers.

The journey to Avontuur is full of interest.

On crossing the great iron bridge at Van Staaden's Gorge a fine view of the Gamtoos Valley is obtained. From the top of the bridge to the river bed is 250 feet, and it may be supposed that the view up and down the valley from either side of our carriage was very effective. In flood time when the waters come rushing and roaring down the Gamtoos, the spectacle is sublime.

At Jeffrey's Bay.

From Van Staaden's to the Loerie Valley the engineering work appears to have been carried out under unusual difficulties judging by the contour of the country, the height and apparent inaccessibility of the track, and the frequent sharp turnings and twistings "up above the world so high." The train emerging from the valley ascends again to the top of the mountain track and down at a good speed until it reaches—

Kabeljauws, a small sea-side railway station and hamlet on the banks of the Kabeljauws River where wayside refreshments are obtained. Large numbers of people alight here annually to visit Kabeljauws Bay, a place not at all unlike Algoa Bay, although, of course, not so extensive. There is a very fine sandy beach and good bathing.

We now proceed in the train along by the sea-shore until—

Jeffrey's Bay is reached. This is a very popular sea-side bathing and fishing, place and a general resort of holiday-makers. It is nine miles S.E. of Humansdorp and has a Post Office.

HUMANSDORP.—The Fiscal Division of Humansdorp contains 1,950 square miles, and the census division a population of 5,120 white and 8,879 coloured. The principal products are wool, mohair, ostrich feathers, mealies, tobacco, oathay, fruits, butter, horned cattle, sheep, goats, ostriches. The annual average rainfall is 25·8 ins., and the wettest month May.

Humansdorp Station and Township, 50 miles W.S.W. of Port Elizabeth. Lat. S. 34 deg. 2 min., long. E. 24 deg. 46 min., height 360 ft. The principal town on the line at present and the chief town in the Fiscal and Census Divisions. It is but nine miles from the seaside and is a flourishing little place with good shops, stores and hotels, streets shaded with trees, plenty of water and very healthy. There are P.O., T.O. and M.O.O. and Civil Commissioner and Resident Magistracy. Population: White 482, Coloured 400.

Some Typical Returns.—Humansdorp.—Oathay, 1,763,516 bundles; mealies, 15,332 muids, dried fruits, 16,891 lbs; wool, 187,759 lbs.; ostrich feathers, 10,167 lbs.; cattle, 18,568; horses, mules, etc., 4,488; sheep, 44,707; goats, 16,431; ostriches, 8,401; fresh fruit, oranges, 5,146 510; apples, 2,800,400; other fruits, 1,066,000.

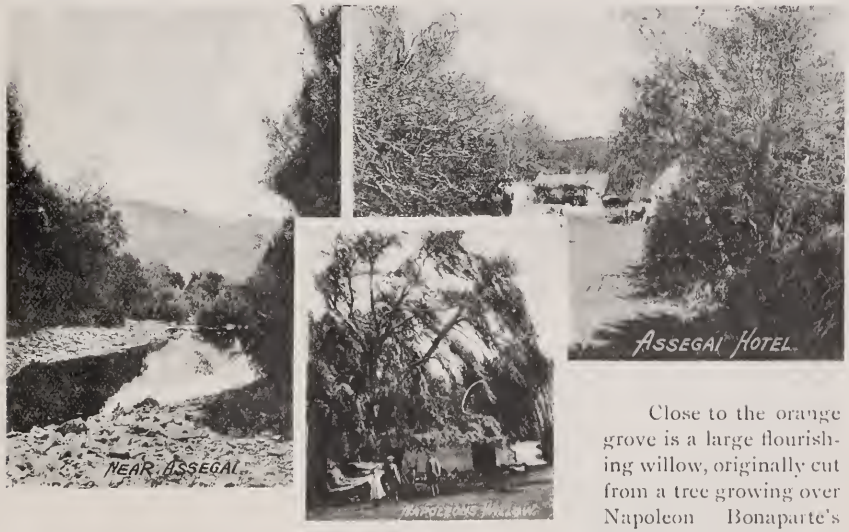
Storms River or Zitzikama. Hamlet and P.O., 57 miles west of Humansdorp.

Coldstream. Saw Mills and Village, 14 miles from Assegai Bosch.

The nature of the country, although apparently verdant enough, seems somehow to be unsatisfactory from the farmer's point of view if one were to judge by the class of yeomen who presented themselves, as they usually do when a train arrives at country places. Among them appear many of the class known as "poor whites," and some coloured persons also apparently holding small areas of land and eking thereout a bare living with very little for the market. Authorities on the country side explained that in times past the farming community in many parts of the Long Kloof had been obliged to relinquish their callings and seek better outlooks owing to the difficulties of transport. Now that the railway has arrived all this is being altered. Indeed a vast change is already apparent and many of these second-rate husbandmen have recently parted with their badly cultivated areas to up-to-date farmers at excellent prices.

Assegai-Avontuur.—It is not difficult to imagine the time when a few years hence this line to Avontuur will (perhaps on a broader gauge) be conveying its daily modicum of a thousand passengers and its hundreds of thousands of tons of freight annually. The important little village of Assegai Bosch will then

have developed into a much more important town with improved cross country roads. So far as the natural advantages of the place are concerned there is no impediment in the way of its rapid advancement. The soil seems capable of growing almost anything from mustard and cress to oranges and lemons, apples and walnuts. The enterprising landlord of the home-like hotel was laying out his extensive grounds as fruit orchards and garden plots. A curious, destructive vegetarian bird gives orange growers in this district much trouble. What he lives on when oranges are *non est* we trow not, but from his voracity in the citrus season he appeared to be making up for lost time. We sat under a full grown tree laden with ripe oranges in the hope of seeing one of these birds at the feast, but although several were at work, and we could hear the sucking noise they made as they extracted the pulp from the rind, we got no other physical proof of their existence than a bang on the side of the head from one of the emptied oranges as it dropped from branch to branch towards the ground.



Close to the orange grove is a large flourishing willow, originally cut from a tree growing over Napoleon Bonaparte's grave at St. Helena, before his remains were removed to Paris. It was planted here by the original owner of the place Mons. H. Dassonville, on his return from a visit to France and St. Helena.

From Assegai Bosch to the terminus, an entirely different state of things is noticeable. The farms are larger, cultivation is more extensive and the farmers themselves are of a decidedly superior stamp, possessing first-class live stock, plenty of cattle and horses and magnificent teams of trek oxen, yoked to thoroughly serviceable waggons. Throughout the Long Kloof, at the nethermost portion of the line, the country is inhabited by a well-to-do farming community, the land is exceptionally fertile and is intersected by good cart tracks and roads leading to Uniondale Road and Oudtshoorn and other places. The country generally is adapted to the aims of progressive farmers.

On arriving at Avontuur, the traveller will find postcart and private carts (for hire) meeting the train which will enable him to run over to Uniondale Road Station on the Klipplaat-Oudtshoorn line, and, if he desires to do so at this stage, he may proceed by train thence to Oudtshoorn, the great ostrich feather district.

Our journey, however, on this occasion is arranged so that we may visit Oudtshoorn at a later date.

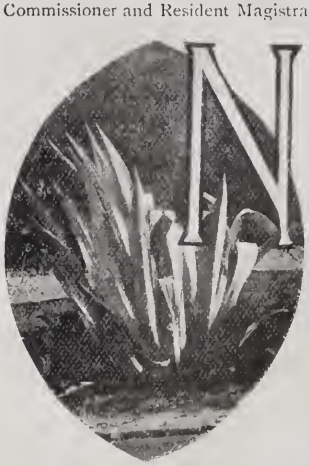
Avontuur is a characteristic little country town, swelling to importance through becoming the terminus of the railway and the prospects that it has in the future of closer alliance with everything that concerns commercial Knysna and the well being of the promising country on all sides.

For the man whose policy in life is to settle, watch, work and wait, we recommend an exploration of the district we are now visiting because there is no difficulty in selecting the right anchorage, and it should be easy to adapt his handicraft and ability to the needs of the place.

We will now suppose ourselves in Port Elizabeth whence we resume our journey *en route* for Oudtshoorn, Graaff-Reinet and Aliwal North, first spending a day or two in Port Elizabeth and Uitenhage.

PORT ELIZABETH.—The Fiscal Division contains 176 square miles, and the census division a population of 23,892 whites and 22,940 coloured. The principal products are cattle, sheep, oathay, fruit. The annual average rainfall is 23·96 ins. and the wettest month November.

Port Elizabeth town, 428 miles from Cape Town by sea and 839 miles by rail. Lat. S. 33 deg. 58 min., long. E. 25 deg. 37 min., height 181 ft. Population: White 21,897, coloured 10,972. Civil Commissioner and Resident Magistracy, P.O., T.O. and M.O.O.



EARLY ninety years ago five thousand British settlers landed at Algoa Bay, and not only the Eastern Province but probably the whole of South Africa has felt the influence of the doings of the five thousand and their robust descendants.

On "The Hill," as a lofty hill overlooking the town is called, a pyramid is inscribed with the record that the Bay was named Port Elizabeth in honour of "that most excellent of women," Lady Elizabeth Donkin, the former wife of Governor Sir Rufane Shaw Donkin.

At that early period Port Elizabeth consisted of a few huts. It is now the second coast over-sea receiving and distributing town of importance in Cape Colony, situated on the shores of Algoa Bay, an open and safe anchorage. The Port has ever been noted for energy and enterprise especially in the matter of cargoes, jetties and public works in general. Vessels were formerly loaded and discharged by lighters and steam tugs plying between the shipping and the shore. Even now some of this work is still done when the discharging and landing jetties are fully occupied. Two of these jetties are equipped with steam cranes and railways.

The North Jetty is 1,150 feet long by 84 feet wide and supplied with eight two ton and one seven ton hydraulic cranes, and capstans to facilitate shunting.

This is the chief port for the Midland and Eastern districts of the Colony and the interior, and it is almost replete in modern improvements and developments.

There is a good Theatre in the heart of the town. The Town Hall, the Produce Market, the Banks and Warehouses, the Churches, the Volunteer Drill Hall, the German Liedertafel, and the Clubs are all among the finest structures of the kind in the Colony.

The electric lighting of the town and suburbs has been a costly undertaking: so have the sewerage and cleansing, which ensued after the outbreak of plague in the Colony a few years ago, and the town now vies with Cape Town in the matter of cleanliness and good sanitation.

There are quite a goodly number of industries, such as engine repairing works, machine engineering shops for the making and repairing of machinery and tools, flour and saw mills, jam and fruit preserving works, candle and oil works, tanneries an explosive manufactory and other minor concerns.

The town and district is well supplied with water from Van Staaden's River. It is estimated that the reservoir holds 300,000,000 gallons, and as the quantity consumed daily does not exceed 1,000,000 gallons there is apparently an ample reserve for droughty days. There are excellent public and private fresh and sea water swimming baths.

Health and pleasure resorts in the town and vicinity are numerous and appreciated.

There are excursions all the year round to neighbouring sea-side and other places, such as

Walmer with a population of 1,800 where there is a Sanatorium, in addition to the general attractions of the town as a suburban residence.

New Brighton five miles distant where there is good bathing.

Zwartkops River, where boating trips up the river and on the sea in the vicinity are very popular.

Red House two miles from Zwartkops, a particularly favourite boating place.

Port Elizabeth possesses several good Clubs, viz:—the Port Elizabeth Club, St. George's Club, Deutsche Liedertafel, and the usual Turf and Sporting Clubs. The suburbs of the town look very beautiful with their villa residences, elegant houses and well kept gardens

There are just as good churches, chapels and temples in Port Elizabeth as anwhere else in the Colony. The Churches are architecturally beautiful. Many elegant spires point to the sky and unstinted outlay has been lavished on construction. All the places of prayer are well filled once at least every Sunday by

The War Horses Memorial.

their respective white, black, Malay and Hindoo congregations. Charitable and educational work is constantly being done by all classes in combination with such estimable societies as the Ladies Benevolent Association and others for which Port Elizabeth is noted.

Cricket, football, tennis and sports grounds are found fully equal to the sporting instincts of Port Elizabeth, and many exciting local, inter-colonial and international matches and events occur during the year, causing a great influx of country visitors.

The Town Hall is one of the handsomest buildings in the Colony and cost £26,000. Adjoining it is the Public Hall for meetings and entertainments. The Magistrate's Office and Post Office also adjoin the Town Hall; the Post Office costing £28,000. The Free Library is a handsome building containing a collection

of about 40,000 volumes, including many rare topographical and historical works. In the same building as the Library is the Chamber of Commerce, and facing this building stands the beautiful statue of Queen Victoria erected to her memory by the townspeople not long ago

One of the distinctive features of the town is the Feather Market, as the great block of buildings is known, in which the market affairs of the fruit, wool and feather merchants, and vendors of other wares are exposed to the light of day and the competition of the world.

Port Elizabeth possesses a South African Museum that will provide pleasure for the tourist student of South African fauna and flora, native curiosities and a multitude of such things collected from all parts of this wonderful country as make a colonial museum so intensely interesting to the traveller.

There are many good schools including the Grey Institute School and the Athenæum Institute, where scientific and artistic studies, and classes are provided for young men.

The principal Agricultural Show in the Colony is held here annually. There is a considerable trade with the native and suburban population in agricultural produce, and the morning market in the Town Square is a memorable sight.

For many years the town has retained, latterly in an official capacity, as the City Organist, Mr. Roger Ascham, through whom, it may be truly said, that Port Elizabeth has become famous for its public concerts.

The mission of music is to bring forth the best instincts of the people, and by educating the public tastes of the Eastern Province in the appreciation of classical and emotional music through the instrumentality of such a master, Port Elizabeth is doing an important national missionary work. On the occasion of our last visit, the great hall of the Feather Market, estimated to seat nearly 5,000 persons, was, on the Sabbath night after Church hours, filled to the doors on the occasion of the City Organist's 300th Sunday Recital on the great organ. Uninterruptedly for 300 consecutive Sunday nights, 300 great audiences had, over a period of nearly six years, gathered to be charmed and softened and taught.

Approximate Road Distances.—Port Elizabeth to Alexandria *via* Doorn Kloof, 68 miles E N E., Grahamstown 77 miles N.E.; Somerset East *via* Addo Drift, Coerney Station, Zuurberg Pass Been Leegte and Muis Vlakte, 105 miles N.; Uitenhage 18 miles N.W.

Fifth Tour.

UITENHAGE.—The Fiscal Division contains 2,373 square miles, and the census division a population of 12,560 white, and 19,460 coloured. The principal products are wool, mohair, ostrich feathers, tobacco, oathay, fruits, butter, potatoes, sheep, goats, horned cattle, ostriches. The average rainfall is 17 85 inches, and the wettest month, November.

Uitenhage, lat. S 33 deg 47 min., long. E. 25 deg , 24 min., height 190 feet. A town and Railway Station on the C G.R. 21 miles N W. of Port Elizabeth on the line to Graaff-Reinet. Population: White 6,680, coloured, 5,513. Civil Commissioner and Resident Magistracy. P.O., T.O., and M.O.O.

UITENHAGE is one of the oldest and most prosperous towns in Cape Colony, situated in the valley of the Swartkop River on the Cape Government Railway line, 21 miles from Port Elizabeth.

It reminds one of an English working-man's town, for at knocking off time a thousand grimy workmen may be seen in work attire returning from labour at the railway works, the wool-washing factories and other industrial places.

Fruit growing is an extensive industry, and a great deal of this and other produce is transported from the town and suburbs abroad and in the Colony.

The town has an excellent water supply delivered to the houses through the ordinary piping from a spring in the Winterhoek mountains.

There is a valuable salt pan about two miles to the east of Swartkops River, known as the Groot Pan. The shape of the pan is almost perfectly oval; it is about 1,500 yards long, 1,000 yards wide, and about two feet deep when full. After heavy rains, the salt comes from saline springs that rise in the bed of the pan, and as the water evaporates off, a thick crust of salt about two inches thick is deposited. It has been estimated that 23 lbs. of salt are obtained per cubic foot of pan and contents.

The wool-washing industry, in which several firms are concerned, affords employment to a large number of persons. The success of this industry is enhanced by the excellent water supply.

The Botanical Gardens, which are popular places of resort, have been laid out with skill and taste, and are kept in perfect order and condition.

As is to be expected of a town of Uitenhage's importance and the alert progressive spirit of the population, the public buildings are nearly all on a scale of magnificence. The Town Hall is a handsome building, roomy enough for a public meeting nearly two thousand strong. The Public Offices and the Court House are built to transact all the Post Office and civil and criminal law business that is demanded of the place.

To say that vegetation flourishes is to announce an abundance of fruit and flowers in profusion. Gardens are everywhere, and legions of flower pots adorn windows, walls and doorways. Excursions around the country are the acme of pleasure for pleasure-seekers, for there are numbers of places worth seeing, and plenty to do with rod and gun in stream and woodland with a chum who knows the ins and outs.

Although the stream of mountain water whence Uitenhage gains its supply is amply sufficient to assuage the public thirst and supply all the present domestic and business requirements of the town, yet municipal expansion is still going on, the population is increasing, and more water is being provided. Ultimately the supply from the Zwartkops River, a few miles away, combined with other sources, will be something like 3,700,000,000 gallons, to be impounded in a reservoir 60 feet in depth, covering 275 acres. With a completed scheme of water supply, irrigation will be used extensively to increase the trade and prosperity of the town and district, and nearly 10,000 acres or more will, it is estimated, be put under intense cultivation. The cost of such a scheme will probably be £220,000.

One of the sights of Uitenhage is Messrs. Smith Bros' extensive nursery. Their vineyards and orchards are famous in the Eastern Province, although it is not generally known that they possess the largest vineyard in this Province, containing over half a million vines.

When in Port Elizabeth, we have heard travellers lament the lack of "back country" at the port, but inasmuch as Uitenhage is less than an hour's journey

from Port Elizabeth and they are almost connected by intervening towns and villages, the Port seems well favoured after all. No traveller's itinerary would be complete were he to omit a visit to Uitenhage while he is at Port Elizabeth. Moreover, the ideals of one place coincide with the other in all industrial, social and political matters, and when the people of Port Elizabeth go a'tripping, many are found taking their pleasures with those of Uitenhage at Zwartkops, Balmoral, Springfield or elsewhere.

At Balmoral there are sulphur baths asserted to have curative properties for various complaints.

Uitenhage possesses two well managed and well edited newspapers, the *Uitenhage Times* and the *Chronicle,* both taking an ardent interest in the affairs of the town and district. There are also several very good hotels and two first class social clubs, the Uitenhage Club and the National.

There are several good Public Schools, including the Riebeek College for Girls and the Muir High School and the Marist Brothers' School for Boys.

The religious wants of the people are well provided for by churches of many denominations.

An excellent Public Library is much prized by the community.

There is an English style about the town that at once impresses the visitor from afar. The streets are wide, well paved, macadamised, and shaded with Colonial oaks. Handsome shops and business premises adorn the principal thoroughfares, and seem to have no lack of steady trade.

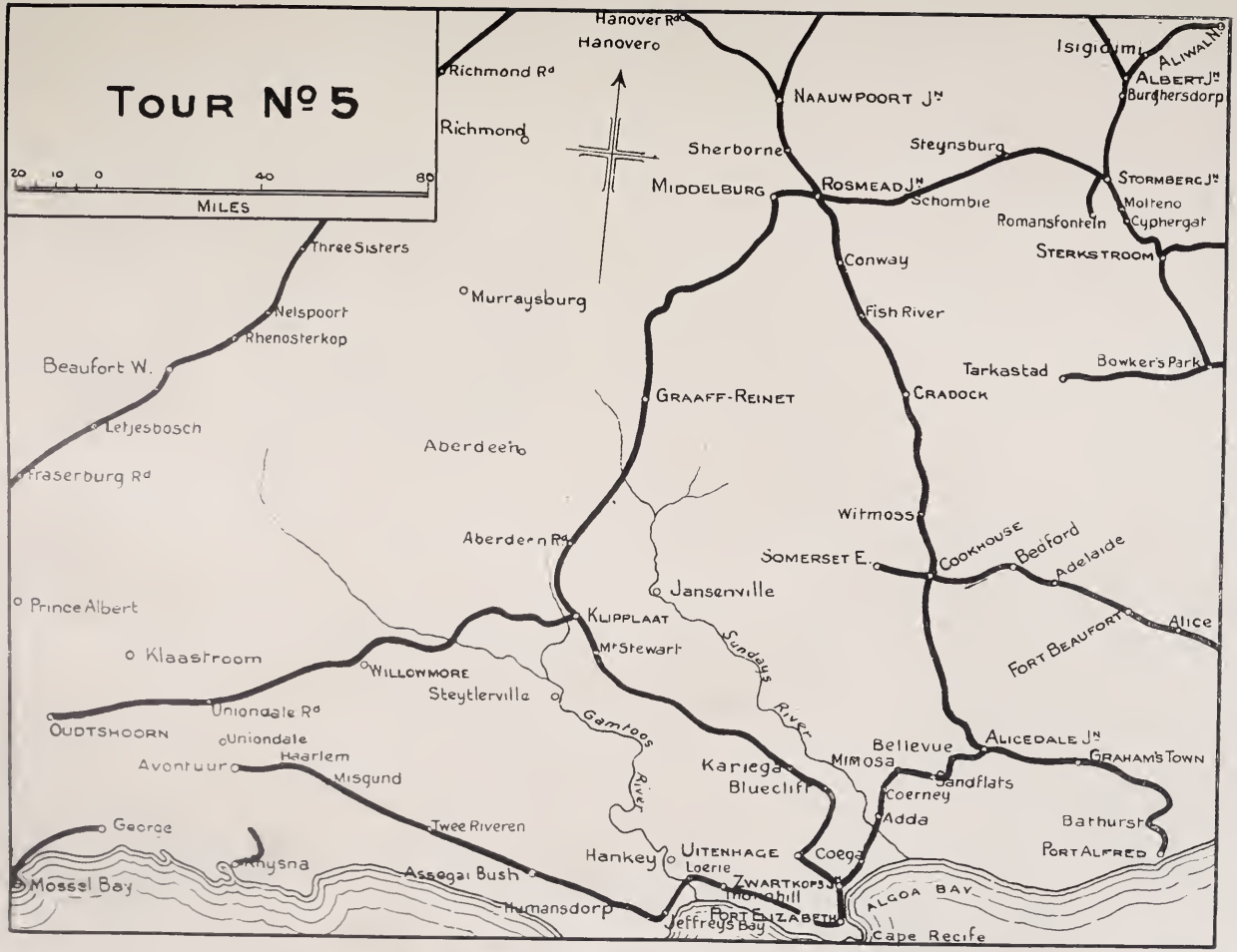
Not very far from Uitenhage is the Sunday's River Irrigation Works, where some of the best practical working illustrations of irrigation work and the stemming and impounding of torrential storm waters are to be seen.

Linking the distant past of the early settlers with the bright, hopeful future, there lives in an old house in the oldest thoroughfare Mr. J. L. Frost, who arrived among the first emigrants to the Eastern Province in the year 1820 on board the barque "Ocean," then chartered by Mr. Frost's father and Mr. Damant—grandfather of Mr. Attorney Chase, of Uitenhage. As he grew up he received the best education a Colonial school could give, applied himself to agricultural pursuits, fell in love with, and married, Miss Beneke, of Port Elizabeth, and together they spent nearly 65 years of wedded life in the district.

Ten of eleven children are alive, and twenty-nine grandchildren and three great-grandchildren emulate the good works of their forbears.

Among the interesting incidents Mr. Frost related was that of a tame baboon and the lame railway signalman who lost both his legs in an accident. He trained the baboon to push him about in a trolley, and for some years the two went together, never missing and never late.

Tourists desiring to visit a representative irrigation settlement should now go to Bayville, the Sunday's River Irrigation Company's settlement, where a large area of fertile soil in many places forty feet in depth, is irrigated by the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ROSMEAD Jn
Schombie
STORMBERG Jn
Molteno
Cyphergat
Romansfontein
STERKSTROOM
Three Sisters
Conway
Murraysburg
Fish River
Nelspoort
Rhenosterkop
Beaufort W.
Tarkastad
Bowker's Park
GRAAFF-REINET
CRADOCK
Letjesbosch
Aberdeen
Fraserburg Rd
Witmoss
Aberdeen Rd
SOMERSET E.
Cookhouse
Bedford
Adelaide
Jansenville
Prince Albert
KLIPPLAAT
Mr Stewart
Sundays River
FORT BEAUFORT
Alice
Klaasroom
WILLOWMORE
Steytlerville
Gamtoos River
Uniondale Rd
OUDTSHOORN
Uniondale
Haarlem
Avontuur
Misgund
Bellevue
ALICEDALE Jn
GRAHAM'S TOWN
Karriega
Blueclift
MIMOSA
Sandflats
Coerney
Adda
Bathurst
PORT ALFRED
George
Twee Riveren
Knysna
Hankey
UITENHAGE
Coega
Loerie
Assegai Bush
Mossel Bay
Humansdorp
ZWARTKOPS Jn
Thornhill
PORT ELIZABETH
Jeffreys Bay
ALGOA BAY
Cape Recife

Sunday's River water from dams, conveyed in channels to the allotments held by the irrigationists, who are doing well on the estate.

At Klipplaat Junction, we leave the direct line for Graaff-Reinet, and proceed on the branch line for Oudtshoorn *via* Willowmore.

Approximate Road Distances.—Uitenhage to Grahamstown, 77 miles N.E.; Uitenhage to Jansenville, 81 miles N.W.; Uitenhage to Steytlerville, 80 miles W.N.W.; Uitenhage to Port Elizabeth, 18 miles S.E.

Postcart to Steytlerville, 18 miles W.N.W. of Barroe Station 3 hours, Mon., Wed., and Fri., 3 15 p.m., 7/6, Return, 15/-.

Some Typical Returns.—Uitenhage.—Oathay, 1,325,576 bundles; tobacco, 201,293 lbs.; ucerne, 453,434 bundles; skins 16,821; wool, 48,998 lbs.; mohair, 418,987 lbs.; ostrich feathers, 19,881 lbs.; butter, 59,768 lbs.; cattle, 30,758; horses, mules, etc., 4,335; sheep, 35,224; goats, 144,372; ostriches, 26,454; fresh fruit, 4,731,420.

JANSENVILLE.—The Fiscal Division contains 1,923 square miles and the census division a population of 5,188 white, and 6,148 coloured. The principal products are wool, mohair, ostrich feathers, mealies, oathay, butter, fruits, horned cattle, sheep, goats. The annual average rainfall is 9·46 inches, and the wettest month, January.

Jansenville. Latitude S. 32 deg. 56 mins., longitude E. 24 deg. 40 mins.; village situated on the Sunday's River 23 miles N.N.E. of Mount Stewart Station, which is 113 miles from Port Elizabeth. Population: White, 503; coloured, 744. Civil Commissioner and Resident Magistracy, P.O., T.O., and M.O.O., hotels and churches. The population lies more in the surrounding district than in the township.

Prize Angora Rams.

These prize Angora goats were bred from well tended stock by a local farmer. They and their sires have been prize takers at the great shows in the Colony for many years past, both for form and class of hair. The mohair industry in the hands of those who understand the business is most payable. Skill is required in the treatment of the animals when extra quality is looked for, but the returns amply pay for the trouble. Mohair is one of the best of the staple products of the Colony, and no district devoted to the industry lacks wealthy farmers.

Approximate Road Distances.—Jansenville to Steytlerville, 35 miles S.S.W.; Aberdeen, 50 miles N.W.; Graaff-Reinet, 53 miles N.; Somerset East, 75 miles E.N.E.; Willowmore, 90 miles W.S.W.; Pearston, 40 miles N.E.; Klipplaat Junction, 23 miles W.S.W.; Aberdeen Road Station, 26 miles N.W.

Postcart to Mount Stewart Station 23 miles S.S.W. of Jansenville 3 hours, Mon., Wed and Fri., 3.45 p.m., Tu.. Th. and Sats., 12.45 p.m., 10/-, Return, 18/-.

Klipplaat Junction, Station 123 miles from Port Elizabeth, and the Junction of the Klipplaat-Oudtshoorn Railway with the Midland System.

Postcart to Doorn Draai 45 miles W.N.W. of Klipplaat Junction, 9 hours.

Postcart to Jansenville, 3 hours, 21 miles, 10s., Return, 18s.

Some Typical Returns.—Jansenville.—Oathay, 293,852 bundles; lucerne, 111,560 bundles skins, 33,910; mohair, 1,025,305 lbs.; ostrich feathers, 7,251 lbs.; butter, 20,567 lbs.; cattle, 11,720; horses, mules, etc., 1,473; sheep, 39,931; goats, 328,397; ostriches, 10,094.

WILLOWMORE.—The Fiscal Division contains 3,498 square miles, and the census division a population of 5,832 white, and 6,057 coloured. The principal products are wool, mohair, ostrich feathers, tobacco, raisins, fruits, butter, sheep, goats, horned cattle, ostriches. The average annual rainfall is 9·42 inches, and the wettest month, January.

Willowmore. Latitude S. 33 deg. 17 mins., longitude E. 23 deg. 30 mins. Height, 2,760 feet. Town and station 62 miles W. of Klipplaat Junction, which is 123 miles from Port Elizabeth. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O.; hotels and churches. Population: White, 814; coloured. 1,353.

The climate is healthy, dry and bracing, and very suitable for invalids.

Approximate Road Distances.—Willowmore to Beaufort West, 90 miles N.W.; Aberdeen, 75 miles N.E.; Jansenville *via* Mount Stewart, 90 miles E.N.E.

Some Typical Returns.—Willowmore.—Oathay, 310,977 bundles; lucerne, 192,730 bundles; dried fruit, 12,254 lbs.; skins, 31,296; wool, 84,049 lbs.; mohair, 967,540 lbs.; hides, 3,154; ostrich eathers, 12,879 lbs.; butter, 14,648 lbs.; cattle, 8,750; horses, mules, etc., 5,272; sheep, 50,843; goats, 290,236; ostriches, 16,422.

UNIONDALE.—The Fiscal Division contains 1,690 square miles, and the census division a population of 5,057 white, and 4,376 coloured The principal products are wheat, mealies, oathay, tobacco, wool, mohair, ostrich feathers, butter, fruits, sheep, goats, horned cattle, ostriches. The annual average rainfall is 12·31 inches, and the wettest month, August.

The town of Uniondale is prettily situated in a fertile valley, latitude S. 33 deg. 39 mins., longitude E. 23 deg. 9 mins. Height, 2,240 feet. It has a population of 536 white and 902 coloured. There are P.O., T.O. and M.O.O. and a Commissioner and Resident Magistracy. It is a good wheat district and one of the most promising agricultural areas in the country, there being very little sterile soil. There is plenty of good commercial forest timber, from which suitable wood for waggon and cart making is procurable. These are already flourishing industries in the town.

Postcart to Uniondale Road, 18 miles. Mon., Wed., Fri., 11.30 a.m. Tues., Thur., Sat., 1.30 p.m. 10s. Return, 17s. 6d.

Uniondale Road, Railway Station on the Klipplaat to Oudtshoorn branch of the C.G.R.

Avontuur, hamlet P.O., T.O, and M.O.O. 10 miles S. of Uniondale.

Haarlem, Village and Post Office, 21 miles S.E. of Uniondale. Population white 110, coloured 560. Hotels and Churches.

Some Typical Returns.—Uniondale.—Oathay, 963,400 bundles; tobacco, 329,770 lbs. lucerne, 200,377 bundles; spirits, 17,681 galls.; dried fruit, 115,052 lbs.; skins 10,956; wool 84,982 lbs.; mohair, 99,022 lbs.; ostrice feathers, 7,314 lbs.; butter, 13,851 lbs.; cattle, 6,729 hroses, mules, etc., 3728; sheep, 29,422; goats, 56,988; ostriches, 6,499; fresh fruit; oranges 1,407,000; apples, 1,224,310; other fruit, 1,592,050.

OUDTSHOORN..—The Fiscal Division contains 1,653 square miles, and the census division a population of 15,211 white, and 15,187 coloured. The principal products are wheat, barley, mealies, tobacco, oathay, raisins, fruits, butter, ostrich feathers, horned cattle, ostriches. The annual average rainfall is 8·64 inches, and the wettest month, March.

Oudtshoorn, lat. S. 33 deg., 35 min., long. E. 22 deg., 13 min, height 1,090 feet. Railway Station and town situated on the Grobbelaar's River. Population white 4145, coloured 4,704. Civil Commissioner and Resident Magistracy. P.O., T.O, and M.O.O.

Calitzdorp (Alt. 750 feet.)—Village 34 miles W.N.W. Population white 358, coloured 151. Assistant Resident Magistracy. PO., T.O., and M.O.O. Hotels and Churches. Laingsburg Station 95 miles W.N.W. of Calitzdorp and 213 miles from Cape Town.

Meiring's Poort, P.O., T.O, and M.O.O at the foot of Meiring's Poort Pass over the Zwartberg Range, 24 miles E.N.E. of Oudtshoorn.

Schoeman's Hoek, P.O., T.O, and M.O.O., 15 miles N.

THE district of Oudtshoorn lies in an expansive valley. The chief feature of the district is the Olifants River, which crosses it from its north-east corner to the south-west. The Divisional town of Oudtshoorn was founded about sixty years ago, and was so called by Mr. Bergh, then Magistrate of George, of which district Oudtshoorn was a field cornetcy. Mr. Bergh was a descendant of Governor Van Rheede van Oudt.

Oudtshoorn is considered the most fertile district in Cape Colony, the soil being known as broken Karoo, which is wonderfully productive when it can be watered.

The principal products are ostrich feathers, horses and cattle. At the auction sales of feathers in 1904, £79,669 was paid for feathers in the district out of a total for the whole Colony of £357,408. Besides ostriches the chief agricultural products are lucerne (which is extensively baled as hay and exported), tobacco, brandy, whipsticks, oranges and other fruit. Deciduous and citrus fruits alike thrive well in the district.

The town contains the usual churches, two synagogues and a Masonic Temple. The Dutch Reformed Church is considered to be one of the finest in the country. The Jewish community is an extensive one, chiefly employed in the feather trade. Among the public institutions are the Farmers' and Fruit Growers' Associations, a Racing Club, cricket, football, tennis and croquet clubs. There is a fine municipal recreation ground. Two newspapers, the *Oudtshoorn Courant* and the *Zuid Westen*. The former, established in May, 1897, is a bi-lingual organ, and the *Zuid Westen* is entirely Dutch.

Oudtshoorn in the olden days, sixty years ago, when the Dutch church was at the lower end of the village near the river, was called Veldschoendorp, and the Oudtshoorn people were looked upon scornfully by the superior Georgians, Oudtshoorn at that time being merely a field cornetcy of George.

Before the completion of the Klipplaat railway the outlets northwardly were through the wonderful Meirings Poort Gorge and the Zwartberg Pass, which is one of the finest examples of road construction in the world, leading directly over to the village of Prince Albert. Besides the town of Oudtshoorn, there are in the district the villages of Calitzdorp, on the west, and Dysseldorp on the east, the former is a seat of the sub-Magistracy, and the latter the mission station of the Independent Church.

Excellent marble is found in many parts of the district, several large outcrops being visible in the neighbourhood of Meirings Poort. There is also a large deposit of saltpetre in the neighbourhood of Hazenjacht.

Zwartberg Pass.

A warm spring near the vicinity, called "The Warm Water," is supposed to be highly mineralised, and to have certain curative properties.

The Oliphants River, near the town, is spanned by an iron bridge, called the Sivewright Bridge, named after the former Commissioner of Public Works. The Grobbelaars River, on the banks of which the town stands, is spanned by the Juta and Olivier Bridge, which connects the east and west banks. On the

Near Schoemans Hoek.

west bank is the Royal South Western Hospital, an institution of very great usefulness to the surrounding districts, and supported liberally by Government grant, by contributions from the town and Divisional Councils, and by private subscriptions and endowments.

The Oudtshoorn Volunteer Rifle Corps was honoured by a presentation of the King's colours on the occasion of the visit of the Duke and Duchess of York.

Oudtshoorn is represented in Parliament by three members.

There are several tobacco factories in the town and district, the principal among them being the Cango Tobacco Factory, Messrs. Schanks', Spies Bros., Schoeman Bros., and Prince, Vintcent and Co., and Mr. W. de Jong.

Through the use of irrigation, which has so greatly increased the growth of lucerne and other suitable crops, Oudtshoorn is first on the list of ostrich rearing districts, the total number of local birds being between 80,000 and 90,000. The income from ostrich feathers and birds as a farming business is nearly double that of sheep farming.

Ostrich farming has always suited the taste of the Dutch farmers. On nearly all the farms of the Midland and Western Provinces, ostriches are to be found as much or more part or parcel of the stock as horses, cattle, sheep and poultry. Many Cape ostrich farmers have obtained notoriety for the skill and energy they have exhibited in this method of supplying a fashionable demand, and the industry has grown into an important national asset.

Forty years ago systematic ostrich farming was unknown; the wild birds were hunted and killed, and were rapidly becoming extinct; like the golden eggs of the fable, the bird was sacrificed for the sake of the sport it afforded.

To the student of gastronomy, the ostrich is an interesting object. His wonderful stomach seems capable of digesting anything he can get down his gullet. You may feed him on crushed maize or bones, chopped lucerne and clover, or broken stones. He does not disdain a *bonne bouche* of a couple of pocket knives, while a handful of tenpenny nails is a positive delicacy to him. Don't go too near him if you want to retain your glittering diamond breastpin, for he will pluck it out if you give his neck reaching distance, and if he is engaged in assisting his better-half in the process of hatching, which he most thoughtfully does, we should consider he is safest about a quarter of a mile distant, with a good stiff fence between us.

During the time of incubation, the birds are placed in "camps" fenced in. At this time, as indicated, the male bird becomes fierce, and cannot be approached without serious danger. A blow from his double toe has been known to rip a man's body completely open, and at one time the Cape newspapers reported deaths resulting from attacks of ostriches every season. The merest rap on the head will kill the birds, whose feathers and eyes are their only claim to beauty, the latter being extremely beautiful.

The young ostrich chicks grow very quickly, and begin to feed exactly like their parents the minute they emerge from their shells. They are usually put on the veld with the older birds almost immediately, and instinctively keep very near to their parents for protection against birds of prey who often swoop off with unwary chicks.

Nothing is more novel and edifying to a traveller than his first visit to a

1.—Father's turn to sit. 2.—Where *is* that woman? 3.—Ostrich Chicks.

4.—Tame and easily caught. 5.—Led to the plucking. 6.—Cutting the feathers.

large ostrich farm. The farm is divided up into breeding, rearing and farming camps. We came across a pair of parent birds, in a breeding camp, who were taking turns to sit upon a nest of eggs. The hen bird was sitting, and we had been warned to look out for the watchful cock. The hen sat with her long neck stretched on the ground, making herself look as much as possible like one of the great ant heaps that abound in the country. In view of a possible attack by a male ostrich we carried a clump of thorn bush, so that if he charged us, we would hold it to his protruding eyes, which would deter him. "Here he comes, baas," called out Mokoi, and we just had time to put up our bush when the cock came upon us like a racehorse, roaring with fury. His instinct, however, tells him he must not risk his great eyes against the thorns, so he stops, but as we approach the nest, he tries us from side to side. Should he get his head past the bush, we would be quickly knocked down by his foot, and probably maimed with the great toe nail. Accompanied by the farmer, who also had a thorn bush, we remained at a little distance to see what would happen. The cock stalked majestically up to his mate, keeping a backward eye on us all the time. The pair seemed to confer; she rose from the eggs, shook herself well together, dabbed her beak viciously in the ground a few times, and strode away towards a distant camp "to pay afternoon calls," said the farmer. The male bird immediately took her place (setting his face towards us), although his proper time for sitting is at night. We left him in admiration of his devotion. Returning a few hours later, we found he had risen, and was walking about impatiently, craning his neck in every direction, and now and then uttering an irritable cry that seemed very much like ostrich language for "Where is that woman?"

We came to a large yard where the birds are plucked; they were packed so closely that they had no room to kick, and a small bag, or stocking is placed over the bird's head to keep it quiet. The plucking began and the tails and long black and drab feathers were pulled out. The white feathers were cut off and the stumps left for two months, till the quill should be ripe, this being done to get the feather before it was damaged, and the quill left in so as not to injure the socket by pulling it before it was ready to be shed.

The camps vary in size. Those for breeding purposes are but small—from about 25 acres each—larger camps of about 100 acres are reserved for rearing young birds, and large areas from 1,000 to 2,500 acres for farming from 50 to 150 birds respectively.

The conduct of a feather auction sale is very interesting. There are features about it different to ordinary auctions. For instance, a sale we attended was composed entirely of buyers. The feathers had been entrusted to the auctioneer as broker, and he represented most of the owners. Although the audience was most orderly, it was the keenest gathering imaginable. Jewish buyers in force, with a few slim farmers in opposition, and the cutest possible auctioneer in command. There were probably £8,000 worth of feathers for sale, so it was a fairly big sale. The first regulation read out was that there should be a reserve price on all feathers, and that they should be sold to the highest bidder above that price. The decision of the auctioneer was always to be final in case of dispute, and all sales were for spot cash (nobody trusts anybody in the feather business). The attendance at a sale can only be secured

A Feather Auction.

by the introduction of an auctioneer and broker, a compound avocation, and from a local bank, and any person, other than the owner or the buyer, who wishes to attend must first be properly introduced by the broker or a responsible buyer. There were only three English firms represented.

Most of the feathers in the district are sold out of hand, while they are on the bird — sometimes three months in advance.

The broker whose sale we attended informed us that his sales averaged over £60,000 a year.

The profits made by individual farmers are enormous. One farmer lately contracted to sell to a local buyer the whole of his stock of feathers representing the plucking of 2,000 ostriches, at £6 per bird. This was only one of several interests that he had. His tenants pay him £3,000 a year. Besides all this he has a large vineyard and orchard, and makes a lot of money out of dried fruit.

At the foot of the Zwartberg

Cango Caves.

Due west of the town, and almost at the foot of the Zwartberg Pass, are situated the celebrated Cango Caves, twenty miles distant. At present the Government has constructed a good road up to the left of the caves, and there is a paid Government guide. One shilling admission is charged. New chambers are continuously being discovered, and the full extent of the caves has by no means been ascertained. The caves belong to the Van der Veens family, but the Government has charge of them.

These are probably the most wonderful stalactite caves known to exist. Were they in America or Europe their fame would attract visitors from all parts of the world, and they would be a source of immense revenue to their owners.

The distance of the caverns is computed at eleven miles in a direct line from Oudtshoorn.

The country towards the caves, though wild, becomes extremely interesting. The lofty grey peaks of the Zwartberg in the distance form a splendid back ground to extremely wild scenery, with peculiarities of its own which compel fresh admiration, even though the traveller may have become almost satiated with the beauties of Cape scenery. For a few miles the narrow valley through which winds the Grobbelaar river, is bounded on both sides by high precipitous banks whose sides are richly clothed with brush-wood of great variety, mingled with wild geraniums and other members of the flora of this solitary region. Here and there in rainy times the flood waters come down in great force and volume through the gorges. On reaching the immediate vicinity of the caverns we find that the entrance is a vast semi-circular opening in the mountain. It was first discovered in 1780 by a Boer while out hunting. As he began to explore this mysterious place his awe and surprise must have been equal to that of the Katskillian Rip van Winkle.

"We proceeded through narrow passages, archways, up and down hills, over stones, rock, sand, mud and various difficulties, and at last arrived at a descent of fourteen or fifteen feet, steep and faced with a deep covering of soft,

Cango Caves.

loamy mud, down which it was impossible to walk. Throwing down a torch, so as to see the bottom, we commenced to descend, each man sitting on his heels, and allowing himself to shoot down with a velocity equal to a toboggan slide. Down we all went one after the other, waving our torches, each clearing away his portion of mud. In the outer world we would have been objects of mirth, covered as we were with mud of a bright orange yellow colour. Many of us had lost our shoes and stockings. We presently stood in the long chamber, or Thompson's hall, named after the discoverer in 1822. It appeared to be quite 800 feet long, 20 to 40 feet in height, and 60 feet wide, with a very uneven, broken floor, falling as much as 40 feet, and broken up by deep pits. At the end we were, by calculation, about 2,000 feet from the entrance of the caves, how much farther we might have gone we know not. Great was the hilarity occasioned by our abortive attempt to reascend the slopes of slippery mud, which, after trying several devices, we ultimately succeeded in doing by cutting holes for our feet."

Such is the description given by a party of explorers in the early days before greater internal wonders had been discovered. Our visit was less adventurous but of wider scope.

After entering the vast portal and placing ourselves under the direction of a guide, we made the descent, per ladder, some 30 or 40 feet into the great Thompson hall—a suitable banqueting room for giants of yore. In the centre of this vast chamber is an immense stalagmite, forming a pillar from floor to ceiling, white as the purest marble, and sparkling as though with embedded gems. The stalactites which depend from the roof, when lit up by the glaring torch light, appear extremely beautiful. The forms they assume are

indescribable. Thompson compared them to cauliflowers, cascades, pulpits, animals, drapery and what not. They seemed to us like showers of diamonds, high and lofty candelabra and shining cups and goblets. The vastness, as well as the novelty of the scene, creates a weird impression on the senses, while the excited imagination calls up a thousand curious shapes and connects them with surrounding objects.

Although persons have penetrated the caves for a distance of over a mile, they have never been penetrated to the end, and their inner recesses still remain a field of exploration for anyone ambitious of going where man has never yet adventured.

Approximate Road Distances.—Oudtshoorn to Uniondale 68 miles E.S.E., Willowmore 96 miles E.N.E.

Postcart to Mossel Bay *via* George 77 miles, daily except Sats., 4 p.m., £1 15s., Return £3 7s. 6d. Klaarstroom 3 miles, Tuesdays 6 a.m. Prince Albert Village, 60 miles, Tues., 6.30, £1 17s. 6d. Return, double fare less 5 per cent.) Prince Albert Road, 88 miles, Tues , 7 0 a.m., £2 10s , Calitzdorp, 34 miles, Tues. 5.0 a.m., 17s. 6d., Return 30s. George 42 miles daily except Sat. and Snn , 4 p.m., £1 2s. 6d. Return £2 2s. 6d.

Some Typical Returns.—Oudtshoorn.—Oathay, 1,844,424 bundles; tobacco, 1,214,324 lbs.; lucerne, 5,839,320 bundles; wine, 6,888 galls. ; spirits, 78,251 galls.; dried fruits, 464,409 lbs.; skins, 25,817; oranges, 1,595,050; peaches 2,071,850; other fruits, 1,544,747; ostrich feathers, 125,625 lbs.; butter, 47,445 lbs.; cattle, 15,771; horses, mules, etc , 7,687; sheep, 14,498; goats, 64,166; ostriches, 79,669.

ABERDEEN. — The Fiscal Division contains 2,645 square miles, and the census division a population of 4,431 whites and 3 922 coloured. The principal products are wool, tobacco, oathay, butter, raisins, fruit, horned cattle sheep and goats. The annual average rainfall is 11·42 inches, and the wettest month March.

Aberdeen, lat. S. 32 deg., 28 min., long. E. 24 deg , 3 min., height 2,400 feet. 23 miles N. W of Aberdeen Road Railway Station, C.G.R. which is 145 miles from Port Elizabeth. Population: white 1,623 coloured 930. Civil Commissioner and Resident Magistracy, P.O., T.O , and M.O O.

The town of Aberdeen, the principal place in the district, is situated at the foot of the Kamdeboo mountains. After a long season of drought and depression, several good rainy seasons have set in and changed the whole face of nature, enriching the population and advancing permanent schemes of provision against future droughts.

Mohair is grown in large quantities, the Angora goats being first class animals, bred from pure stock. The best prices are consequently always obtained for the hair.

Approximate Road Distances.—Aberdeen to Beaufort West, 100 miles W.; Aberdeen to Willowmore, 75 miles S.W.; Aberdeen to Jansenville, 50 miles S.E.; Aberdeen to Murraysburg, 68 miles N.S.W.; Aberdeen to Graaff-Reinet, 35 miles N.E.

Aberdeen Road, Railway Station, P.O,, T.O, and M.O.O. on C.G.R. 145 miles from Port Elizabeth.

Postcart to Aberdeen 23 miles N.W. of Aberdeen Road, 3½ hours. Mon., Wed., Fri., 6.0 a.m., Tu., Th., Sat., 10.30 a.m. 12s. 6d. Return 20s.

Some Typical Returns.—Aberdeen.—Oathay, 110,220 bundles; lucerne, 69,036 bundles; dried fruit, 20,288 lbs.; skins, 33,765; wool, 207,892 lbs.; mohair, 943,275 lbs.; ostrich feathers, 4,460 lbs.; butter, 14,034 lbs; cattle, 5,042; horses, mules, etc., 5,461; sheep, 82,209; goats, 244,329; ostriches, 7,381.

GRAAFF-REINET.—The Fiscal Division contains 2,692 square miles, and the census division a population of 7,830 white, and 12,386 coloured. The principal products are wool, mohair, wheat, oathay, ostrich feathers, raisins, fruits, butter, cheese, potatoes, horned cattle, sheep, goats, horses, mules, etc. The average annual rainfall is 14·87 inches, and the wettest month, March.

Graaff-Reinet, lat. S. 32 deg., 16 min., long E. 24 deg., 32 min., height 2,500 feet. Town and station 185 miles N.N.W. of Port Elizabeth. Population: White 4,055, coloured 6,028. Civil Commissioner and Resident Magistracy. P.O., T.O., M.O.O.

BEFORE the close of the eighteenth century the great Dutch Division of Graaff-Reinet was established, extending from Swellendam to the Fish River, and from the Snowy Mountains to the sea. In 1785, an old burgher resident of Stellenbosch was sent to preside over it, and two farms, almost girdled by the Sundays River near its source, were chosen for the site of the public offices.

Such was the origin of Graaff-Reinet, where for generations the quiet inhabitants of one of the most important towns of the midland districts have been able to cultivate the finest grapes and fruits of the Colony. The soil of Graaff-Reinet is as productive as any in the world, as the returns from the orchards, vineyards and gardens fully prove, but it is not generally known that it is Karoo soil, again bearing out the contention that if water could be applied to the idle Karoo it would yield untold treasures for the enrichment of the Colony.

The approaches to the town are very picturesque through kloofs full of verdant bush and by a river brawling along with a rippling melody as pleasant to the ear as the bright appearance of the vegetation is delightful to the eye. We are quite inclined to give the palm of urban beauty to this affluent Dutch town flourishing quietly at the feet of the mountain kops that stand sentinel over it for ever. Considering its size and importance, Graaff-Reinet still partakes much of the

free-and-easy Dutch element in which it was created, and which, more or less, still dominates its existence. It is well laid out, its streets run at right angles, and each may be said to be a mile long. The town is well planted and full of gardens, wherein anything will grow. The orange trees literally bend down 'neath the weight of their golden fruit.

Many exordiums have been written about this beautiful old town. Solidity is its distinguishing feature, including the credit of every tradesman. The Dutch Reformed Church cost £18,000, and it will seat 2,000 people at a pinch. Englishmen and Dutchmen live well and prosperously together, and have done so for many years. If circumstances should cause the lot of any man to be ultimately cast in another direction, Graaff-Reinet will always be remembered by the exile with a wistful longing to be there again. Political matters have not always been peaceful, but it is not quite clear that there was ever any eagerness to enter into a quarrel. The people earnestly shew that for them the peaceful arts of life are more attractive than the carking cares of politics. If crops are good and the credit of the country sound, as well as the banking account of the individual, what more does Graaff-Reinet want? And not waiting for an answer to the

query, we pass on to say that all is well with the place, and that it is an ideal home for those who live there, and one of the most attractive tourist places in the Colony.

The town is bounded by the Sundays River, having its origin in the Sneeuwberg mountains in the north. The Compass Berg, one of the pinnacles of the Sneeuwberg range, stands 7,800 feet above the level of Table Bay, is one of the highest elevations in the Cape, and is, of course, the commanding object of interest to the visitor. As the eye descends from the contemplation of the magnificence of the great mountains to the floral and horticultural beauties all around us we realise that we have found an oasis in the Karoo.

The mountain range, in close proximity, supplies the town with pure water, which is so plentiful that full use is made of it for irrigation purposes for the cultivation of flourishing fruit orchards, flower gardens, vineyards, and abundant field crops.

There is a fine English Church, a Town Hall, a College, and a good Public Library. The town is built on modern lines, the houses being of a substantial character, but it is a thousand pities that the fear of fire has caused the removal of many of the picturesque thatched roofs that added to the rural prettiness of the town and its suburbs.

The Botanical Gardens are among the best in the Colony. They are situated pleasantly near to the hospital, an excellently conducted and very popular institution.

In the Valley of Desolation.

The usual athletic clubs and show grounds, with a fine band pavilion, are provided for the enjoyment and recreation of the townspeople.

Most of the vineyards and orchards, and many other rural industries, are right in the town, adding very much to its rural aspect.

The production of mohair from numerous flocks of Angora goats is a source of wealth to the farmers. The wool reaches a high state of perfection, inferior to none grown elsewhere.

One of the most curious and weird scenes in South Africa is the "Valley of Desolation," about three miles away. It provides good work for the camera.

Approximate Road Distances.—Graaff-Reinet to Richmond, 83 miles N.W.; Middelburg, 85 miles N.E.; Cradock, 85 miles E.N.E.; Jansenville, 53 miles S.; Aberdeen, 35 miles S.W.

Postcarts Murraysburg, 60 miles W.N.W. of Graaff-Reinet, 11¼ hours, Mon., 7.15 p.m., £1 10s; Pearston 84 miles S.E. 9 hours, Tues. 10.30, a.m., Sats. 6.30. a.m., £1.

Some Typical Returns. — Graaff-Reinet. — Oathay, 735,008 bundles; lucerne, 730,500 bundles; spirits, 7,720 galls.; dried fruit, 33,940 lbs.; skins, 42,505; wool, 597,778 lbs.; mohair, 628,911 lbs; ostrich feathers, 9,249 lbs.; butter, 43,262 lbs.; cattle, 19,370; horses, mules, etc., 4,140; sheep, 161,464; goats, 200,780; ostriches, 13,508.

MIDDELBURG.—The Fiscal Division contains 2,222 square miles, and the census division a population of 10,173 white, and 10,116 coloured. The principal products are wool, mohair, ostrich feathers, wheat, tobacco, oathay, fruits, butter, potatoes, horses, mules, sheep and horned cattle. The Magistracy. P.O, annual average rainfall is 14·98 inches, and the wettest month, February.

Middelburg, lat S. 31 deg., 30 min., long. E. 25 deg., 0 min, height 4,095 feet. Town and station 7 miles W. of Rosmead Junction 250 miles from Port Elizabeth *via* Graaff-Reinet. Population: White 7,200, (including military), coloured, 5,147. Civil Commissioner and Resident J.O., and M.O.O.

THE town is situated on the Little Brak River, about five miles from the Middelburg Road railway station, which is seven miles from Rosmead Junction. The farmers and their families in the surrounding district come in four times a year to Nachtmaal, filling all the houses, many of which are empty in the intervals. The streets are well laid out, and are planted principally with fruit and acacia trees, and it is a town of pretty gardens. The floral effect in the spring time and at midsummer is extremely beautiful. The Public Library contains over 12,000 volumes. There are Anglican, Dutch Reformed and Wesleyan churches, a sanitarium, three hotels, and a permanent military garrison.

The district, almost throughout, is very fertile. At one time it formed part of Colesberg, and became a Fiscal Division in 1858, when portions of Albert, Cradock and Graaff-Reinet were added to it. The height of the country and its bracing climate make it very suitable for the production of hardy breeds of cattle and horses. Much more could probably be made of the producing capacity of the district.

At one time wild animals of almost every South African type that roam in the wildernesses of the land were plentiful in this district.

Approximate Road Distances.—Middelburg to Hanover, 60 miles N.W.; Colesberg, 65 miles N.; Steynsburg, 58 miles E.N.E.; Graaff-Reinet, 85 miles S.W.; Cradock, 62 miles S.E.

Postcart to Rosmead Junction, 7 miles E. of Middelburg, 1 hour.

Rosmead Junction.—Station and junction 243 miles from Port Elizabeth. P.O., T.O. and M.O.O. Three lines connect at Rosmead Junction, *viz.*: (1) the main line direct to Port Elizabeth; (2) the loop line to Graaff-Reinet, Klipplaat and Port Elizabeth; (3) the line to East London *via* Stormberg Junction.

Some Typical Returns.—Middelburg.—Oathay, 429,547 bundles; lucerne, 891,182 bundles; skins, 34,277; wool, 598,879 lbs.; mohair, 150,391 lbs.; ostrich feathers, 4,547 lbs.; butter, 56,366 lbs.; cattle, 17,104; horses, mules, etc., 7,602; sheep, 161,002; goats, 18,434; ostriches, 5,543.

STEYNSBURG.—The Fiscal Division contains 1,113 square miles, and the census division a a population of 2,994 white, and 3,168 coloured. The principal products are wool, mohair, butter, sheep, goats, horned cattle. The annual average rainfall is 18·43 inches, and the wettest month, March.

Steynsburg. Latitude S. 31 deg. 18 mins., longitude E. 25 deg. 49 mins. Height, 4,850 feet. Town and station on Cape Government Railways, 255 miles from East London and 45 miles east of Rosmead Junction. Civil Commissioner and Resident Magistracy. P.O., and M.O.O. Population: White, 1,289; coloured, 961.

Approximate Road Distances.—Steynsburg to Burghersdorp, 38 miles N.E.; Colesberg, 70 miles N.W.; Cradock, 68 miles S.; Tarkastad, 82 miles S.W.

Some Typical Returns.—Steynsburg.—Skins, 15,418; wool, 631,742 lbs.; mohair, 58,574 lbs.; butter, 60,306 lbs.; cattle, 12,059; horses, mules, etc., 1,334; sheep, 127,372; goats, 32,594.

MOLTENO.—The Fiscal Division contains 727 square miles, and the census division a population of 3,485 white, and 6,268 coloured. The principal products are wool, mohair, butter, cheese, oathay, fruits, coal, horned cattle, sheep, goats, horses, mules. The annual average rainfall is 20·66 inches, and the wettest month, March

Molteno. (Alt. 5,183 feet.) A town and station on C.G.R. 210 miles from East London. Population: White, 1,072; coloured, 1,653. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. An important coal-mining centre.

Cyphergat. Lat. S. 31 deg. 27 min.. long. E. 26 deg. 25 min, height 5,150 feet. Railway Station. P.O., T.O. and M.O.O. An important colliery on C.G.R. 17 miles S. of Stormberg Junction and 201 miles from East London.

Fairview Siding. An important colliery on C.G.R. 18 miles S. of Stormberg Junction and 203 miles from East London.

Stormberg Junction. Station on the Cape Government Railways, 221 miles from East London. This is the junction of the Eastern System of the Cape Government Railways with the branch line to Rosmead Junction on the Midland System. Coal waggons are picked up here from the siding and coal line branch that serves several collieries in the neighbourhood.

Wallsend Siding. A siding and an important colliery on C G.R. 15 miles S. of Stormberg Junction and 206 miles from East London.

Approximate Road Distances.—Molteno to Dordrecht, 40 miles E.; Tarkastad, 48 miles S.

Some Typical Returns.—Molteno. — Oathay, 176,872 bundles; wool, 623,895 lbs.; mohair, 34,410 lbs.; skins, 12,847; butter, 91,618 lbs.; cattle, 13,354; sheep, 110,295; goats, 17,476.

Halts by the Way.

ALBERT.—The Fiscal Division contains 1,958 square miles, and the census division a population of 6,394 white, and 6,728 coloured. The principal products are wool, mohair, butter, cheese, oathay, fruits, coal, horned cattle, sheep, goats, horses and mules. The annual average rainfall is 21·12 inches, and the wettest month, March.

Burghersdorp, lat. S. 31 deg., 2 min., long. E. 26 deg., 19 min., height 4,500 feet. Situated near the Stormberg Spruit and a station on C.G.R. 243 miles from East London. Population: White 1,283, coloured 1,611. Civil Commissioner and Resident Magistracy. P.O., T.O., and M.O.O. Water is laid on to the town in pipes from a distance of three miles.

This little town is remarkable for many things. It contains some of Cape Colony's oldest inhabitants. Mr. F. R. Tennant and Mr. and Mrs. Peyper are the oldest English and Dutch residents. The latter have joyed and sorrowed together for 66 years. He is 87 years and she 84 years of age. Mr. Tennant, who keeps a green memory for departed events, informed us that it was just 53 years ago, when Burghersdorp was hardly out of swaddling clothes, that he came here at the age of 19 to work and win. The portraits of Mr. and Mrs. Peyper and Mr. Tennant grace our initial letter.

In the ninth year of its existence, most of the town had been built as it is to-day, and although in the long 53 years of the past, Tennants and Peypers have multiplied in the land, not one new store has been added to Burghersdorp. The townships of Bethulie, Venterstad, Steynsburg, Molteno, Sterkstroom, Dordrecht, Jamestown and Aliwal North have all appeared during that period. Some of the incidents of the early life of Burghersdorp and district before railways were even thought of in Cape Colony, narrated by these representatives of the past, are so indicative of the primitive life of the Colony that they are worthy of a little space.

Port Elizabeth was the only commercial port in those old days, and the time occupied by loaded waggons in travelling thence to Burghersdorp was from twenty-one to thirty-one days. Flooded, unbridged rivers often caused longer detention.

A store-keeper in the early days, one Peter Portly, was so unwieldy that he could hardly serve at the counter, so he sat astride a chair in the middle of his shop, and pointing his finger, he would indicate to his customers where to find what they wanted. The shop faced to the south, and in the winter shade was extremely cold, so Portly took his chair outside, and as the shade travelled towards him he shifted his chair until he would be found in the afternoon well on to the market square, many yards from the shop.

He was a type of the early happy-go-luckies. Another tradesman of a more strenuous disposition thought life unworthy of him, if he did not fill it with schemes. At the time of the great small-pox plague he contracted for pauper coffins and prison supplies. He was proud of his smartness, and would gleefully relate how he once held the coffin contract for small-pox corpses at twenty shillings each. He managed this by purchasing an empty saddle case for seven shillings into which he placed the corpse, and toppled it from the case into the grave. The same saddle case served for every corpse. The authorities, naturally giving his operations a wide berth, knew nothing of all this.

In some parts of Africa, even to-day, farmers who are far out in the veld, wisely provide emergency coffins for themselves and their wives. In the Albert District in early times, the coffins always went on a trek filled with biscuits, biltong, and other necessaries. Sometimes they were padlocked to prevent thieving. Farmer Van der Merwe, when proudly pointing out his worldly goods and riches to his visitors, would not omit to show two splendid coffins for himself and his wife. He was a good neighbour, and some of the adjacent farmers were very neglectful about these things. When a death occurred, they borrowed a coffin from Van der Merwe, but forgot to pay for or replace it. His first pair had cost him £5 each, and when somebody borrowed the other one, he ordered two more, costing £7 10s. each, hoping that the high price would stop further borrowing. But the good natured man surrendered these also to stricken friends. To make sure in future, however, he ordered two at £15 apiece, which proved effective. One well known Dutch resident always carried his coffin with him when visiting his married children, friends and relatives. An irritable old farmer ordered a coffin from the nearest town. On its arrival, he scrambled into it to see how it fitted. "Nee dit is verdomd te naauw, ik kan daar nie in draai nie. Vat dit terug en stuur mij een breeder kist" (No, hang it, this is too narrow. I can't even turn in it. Take it back and send me another wider one) he exclaimed.

We well remember our first experience with a family coffin. We had put up for the night at a farm house, and were shown to the best bedroom. The first thing that caught our eye was the wardrobe, in which two coats and a hat were hung. It was our friend's coffin with a hinged lid open, standing against the wall like a grandfather's clock.

Nearly fifty years ago the Governor of the Colony, Sir George Grey, and Prince Alfred visited Burghersdorp. Crowds of farmers came to welcome them. On leaving for Aliwal, a jolly old field-cornet, fond of his soupje, taking leave shook hands with the Prince, saying: "Goed dag, Prince, ik wensch jou gezondheid, geef mij beeste groetness aan jou pappa en mamma. Goed dag," and galloped off merrily. ("Good-bye, Prince, I wish you good health; give my best wishes to your papa and mama. Good-bye.")

It would scarcely be believed that 50 years ago, a Burghersdorp family manufactured hats. The industry was conducted by an old German. His hats were confined to six-inch broad-brimmed "Doppers," weighing eight ounces, which were retailed at 15s. each. This industry perished through the enterprise of a rival firm who sent a sample to England and obtained the hat of better quality at a smaller price.

The inconvenience occasioned by the lack of postal facilities caused strange devices. For instance, one firm which had a branch at Potchefstroom (Transvaal) sometimes received remittances in gold sovereigns, stuffed in the middle of a wool bale.

The faith of the Boers in the infallibility of the Bible often raises their drooping spirits. We had outspanned on a farm, the owner of which was downhearted at the poor condition of his flocks and crops. In reply to the usual greetings, he said: "De Heere straf onz erg voor onze zonde." ("The Lord is punishing us severely for our sins.") "But," said we, "don't you know that the Book says, 'Whom the Lord loveth, He chasteneth'?" "Ja! waarlijk! dit val mij nu bij," ("Yes, truly, it dawns on me now,") he replied. He brightened up and became chirpy and jocular. He shook our hands heartily on leaving, thanking us warmly for cheering him up, and presented us with some lovely pieces of biltong.

Burghersdorp.

The rotation of the earth and other accepted astronomical theories were in former times regarded by the old folk as rank heresy. Two staunch friends, one of whom was a church elder, were smoking together when the conversation turned on astronomy. One explained to the elder the revolution of the earth and other phenomena. The elder whiffed his pipe and listened with such attention that it encouraged his friend to enlarge on the subject. When he finished, the elder put down his pipe slowly, heaved a sigh, and said: "Ons ken makaar vor jaren. Ik het jou altijd beschouw als en Godvresende man, opregt en vertrouwbaar, maar nu van dit jij mij zoo en pak leugens vertel het, ik zal jou nooit weer geloof nie, onze vriendschap is uit. Goede nacht." ("We have known each other for years. I have always regarded you as a God-fearing, upright and trustworthy man, but you have told me such a pack of lies that I will never believe you again. Our friendship has ended. Good night,") and the friends never entered each other's houses again.

The climate is cold in winter. Sheep, horses and cattle are successfully bred, and this class of farming, wool-washing and coal-mining are the principal industries, although considerable quantities of tobacco and wool are produced in the district.

The town is a picturesque, old-world looking place, distinctly Dutch, and very conservative.

Approximate Road Distances.—Burghersdorp to Bethulie, 14 miles N.W.; Norval's Pont *via* Venterstad, 60 miles N.W.; Aliwal North, 35 miles N.E.; Tarkastad, 79 miles S.; Queenstown, 79 miles S.S.E.; Dordrecht, 77 miles S.E.; Steynsburg, 38 miles S.W.

Venterstad, Village 22 miles E.S.E. of Norval's Pont Station C.G.R. which is 328 miles from Port Elizabeth, and 628 miles from Cape Town. Population: white 541, coloured 620. Assistant Resident Magistracy. P.O., T.O., and M.O.O. Hotel and Churches.

Postcart to Norval's Pont, 22 miles W.N.W. of Venterstad, 4½ hours

Some Typical Returns.—Albert.—Oathay, 113,899 bundles; wool, 1,441,189 lbs; mohair, 86,395 lbs.; skins, 37,581; butter, 80,736 lbs.; cattle, 26,943; horses, mules, etc., 3,536; sheep, 303,889; goats, 48,607.

ALIWAL NORTH.—The Fiscal Division contains 1,330 square miles, and the census division a population of 5,969 white, and 8,888 coloured. The principal products are wool, mohair, butter, oat-hay, fruits, horned cattle, sheep, goats, horses, mules. The annual average rainfall is 27.28 inches, and the wettest month, March.

Aliwal North. Lat. S. 30 deg., 41 min., long. E. 26 deg., 40 min., height 4,330 feet. A town situated on the Orange River and a Station 289 miles from East London. Population: white 1758, coloured 3,808 Civil Commissioner and Resident Magistracy. P.O., T.O., and M.O.O.

IN writing of the commercial and social attractions of Aliwal North, we would like to say that the first sign is the good taste and municipal pride in its public park. As we came from the railway station we strolled through this pretty retreat. It is artistically laid out and stocked with tropical and sub-tropical trees and flowers, nearly all indigenous to South Africa. Lakes and fountains add greatly to the general beauty of the park. No Colonial town seems to be complete without its show-grounds and racecourse, golf links, public tennis courts, and, when it can get them, its swimming baths, and Aliwal North is well favoured

in these things. Shady trees line the thoroughfares and footpaths, and the municipality have wisely begun some extensive nursery plantations for further use in a similar direction.

On the Recreation Grounds there are often sporting and athletic gatherings on holiday and other occasions, when first-class instrumental music is provided by the music-loving portion of the community.

The Aliwal springs have a temperature of 95 degrees, and are good for rheumatic and scrofulous diseases. The baths have a temperature of 80 degrees F., and a flow of over half-a-million gallons per diem. There are swimming and private baths at 6d. and 1s. each, arranged for both sexes, and large and well arranged pleasure grounds adjoin the baths.

It would be well for Aliwal North and add greatly to its attractiveness if a first-class sanatorium in connection with the springs were established. According to Dr. Hahn, the Government Analyst, who examined some of the water, it contains 7.41 grains of carbonate of lime, 1.95 sulphate of magnesia, 3.24 ammonia, 0.95 potash, 8.10 calcium chloride, 61.35 of common salt, 1.04 silica, and 5.22 carbonic acid gas.

We were fortunate in paying our present visit to Aliwal North at a time when the river was at the full. We passed over the bridge into the Orange River Colony, and visited the camp of the South African Constabulary, where we escaped a severe thunderstorm. The greatest hospitality was shown to us, and ultimately two of the officers escorted us through a heavy downpour of tropical rain and a pitch dark night to our hotel in Aliwal at the other side of the river.

Consumptives, and other persons suffering from chest complaints, experience great benefit from residence in Aliwal North. Even in winter time the climate is bracing and free from the greater humidity of lower altitudes.

The excellent water supply is derived from the springs, the river and reservoirs.

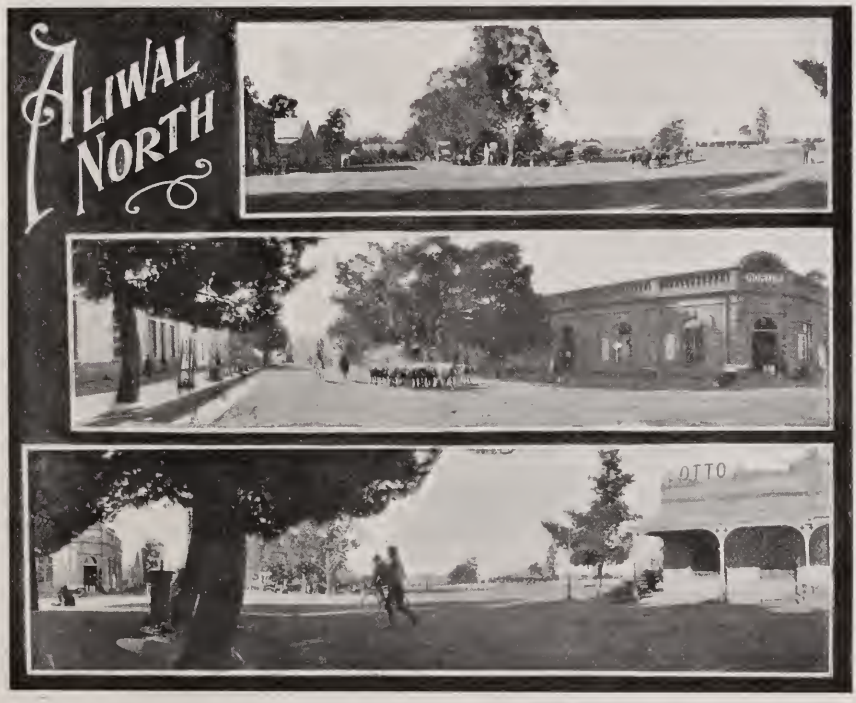
There is good sport for rod and gun in and near the river.

The Orange River rises in the Drakensberg range, drains more than three hundred thousand square miles, and flows over one thousand miles from east to west, until it ultimately falls into the Atlantic Ocean. In full flow it probably carries over fifty thousand tons a minute.

One of the charms of Aliwal North, like other similar towns, lies in the utter absence of any appearance of hurry or bustle. There is little or no trade hypocrisy in the guise of depression. Everybody owns up to making money, some little, others much, and others more. And all will make just as much to-morrow as they will to-day. Therefore, don't worry and bustle. Let us be social in our having, getting and spending. This seemed to us to be the spirit that controlled the mind of fair Aliwal. Hopefulness is predominant everywhere. The prospects of increasing value for farmer De Wet's broad morgen look bright with Government irrigation schemes on the tapis, and joyful chuckles are heard at the outlook as it will be affected by a new railway line into the Orange River Colony. Aliwal Dutchmen remain Dutch, their political sentiments seeming to be tempered more by the commercial *point d'appui* than the mere question of national ascendency. There is, however, no lack of outward and visible proofs

of their intention to be irrevocably allied with their fellow colonists in the true spirit of national brotherhood, aiming at the greatest good for the greatest number.

Aliwal North is proud of its river. Therein lies the source of much prosperity. When in droughty times, there are no clouds in the sky or they capriciously hold aloof, Aliwal North will conserve the flood waters of the Orange, and nuggets of gold will be found on the trees. Irrigation is to this



district as the banket is to the Rand, and work is being undertaken in downright earnest.

The visitor will at his hotel or by the courtesy of the Government officials, find no difficulty in securing an escort to the places of interest. He will be shown large areas of fertile land watered by the Orange River miles away from its course, valuable edible plants growing luxuriantly wherever water touches the soil.

Arrive if you can on a public holiday, or on a big produce sale day.

Perhaps it will not be difficult to embrace both occasions. There is not a finer market place in the Colony nor more "classy" live stock anywhere. Anybody who has been present at a large cattle sale in the United Kingdom will be greatly edified at the primitive and rural simplicity of everything. The Boers with their wives, sons, and daughters troop into the town with their long teams of trek ox wagons, and saleable stock, in the leisurely deliberate fashion that anywhere else in the world would indicate a huge pic-nic that reckoned not with the rising and setting of the sun. Strange cries and yells, without which no respectable Afrikander oxen would budge an inch, were addressed to the teams, but merely kept them rolling along without hastening their pace. It is bewildering to watch team after team round up indiscriminately in the market square, apparently regardless of order. How the auctioneers ever manage to sell the flocks and agricultural odd lots of all sorts that appeared jumbled up together in indescribable confusion is more than we could discover, but it all happened jolly and comfortable, just as at George. Then we saw the newly-purchased stock pass into the Orange River Colony over the great bridge that spans the dividing river.

The streets of Aliwal are wide and well made, and it is evident that the lines have been laid with an eye to the future, when the town will have become the City, and the streets will be shaded from the slanting sunlight by lofty warehouses, shops and dwellings. Gardens are the pride and care of all and nature bounteously aids the gardeners. Aliwal North is not far behind Stellenbosch, Worcester and other favoured places in this particular.

We were passing through the town on the occasion of the opening of the new Dopper Church. The old congregation were met at the old Church for prayer, praise and thanksgiving for the last time at 9.30 a.m. They were then to march with the predikants and elders at the head to the new church which would be opened and dedicated by the Moderator in the usual way. It was a solemn ceremony distinguished by the extreme earnestness that we have seen in the Highlands of Scotland. Although the town was astir with the event, everybody was serious—not a soul whistled, smiled or cracked an unseemly joke. It is only once in a long life that one may see the closing of one Dopper Church and the opening of another. We left early and placed Washington at the top of the street opposite the new Church and waited—but it was difficult for the congregation to leave. They sang many closing hymns, and offered many prayers of gratitude; still they clung to the old place. We waited in the broiling sun till nearly one o'clock when at last, borne on the air many streets away, we heard a great sound—and the gentle breeze brought it nearer. It was the chant of 200 Doppers as they solemnly marched to the new rendezvous—softened by the sweet voices of wives, daughters and grand-dames.

Because a person's garments are tattered and torn it does not always follow that he is destitute or even devoid of gentility. As this youngster went singing and yelling up the street we caught him and found that his name was Peter. He did not know his other name; it might be Piper. We asked him where he got his clothes from, but he did not know; we asked him if he always took them off at bed-time. He smiled. "Nee Baas," said he, and his reason was given in a mixture of Kafir, Dutch and English that as he did not know how to get them on in their present condition he wouldn't know how to take them off, and if he did he wouldn't know how to get them on again, so he left them on. He was a true Kafir with correct commercial instincts, for he said his fee was a tickey for being interviewed and "took."

Postcarts to Lady Grey, 36 miles E. of Aliwal North, 8 hours; Herschel, 32 miles E.N.E., 10½ hours, Mon., Wed., Fri., 2 p.m.; Palmietfontein, 60 miles E.N.E., 20 hours; Jamestown, 33 miles S.E. 7 hours, Thu. and Sat., 9 0 a.m., £1 10s.; Rouxville, 21 miles N.N.E. 4 hours, Wed. and Sun. 8 a.m., £1; Smithfield, 40 miles N.N.W., 8½ hours, Wed. and Sun. 8 a.m., £2; Wepener, 80 miles N.N.E. 14½ hours, Wed., Thu., Sun., 8.0 a.m., £3 3s.; Dewetsdorp, 108 miles N. 18 hours, Wed. and Sun. 8 a.m., £3 10s.; Bloemfontein, 140 miles N.N.W. 26 hours; Zastron, 60 miles Wed. and Sun. 8.0 a.m., £2; Mafeteng, 70 miles, Wed. and Sun., 8.0 a.m., £2 10s.; Bushmanskop, 42 miles, Wed. and Sun, 8.0 a.m., £2 10s.; Nek, 27 miles, Tu. and Sat., 9 0 a.m.; Rouxville, 21 miles, Wed. and Sun., 8.0 a.m., £1.

Postcart to Dordrecht, 24 miles S.E. of Jamestown 5 hours, 15s. from Dordrecht, Dordrecht Station, 30 miles S.E. 5½ hours, Aliwal North, 33 miles N.N.W. 7 hours, £1.

Some Typical Returns.—Aliwal North.—Wool, 1,438 551 lbs.; mohair, 54,426 lbs; skins, 29 104; butter, 52,947 lbs; cattle, 24,552; horses, mules, etc., 2 917; sheep, 258,528; goats, 27,283.

HERSCHEL—The Fiscal Division contains 684 square miles, and the census division a population of 279 white and 36,630 coloured. The principal products are wheat, mealies, Kaffir corn wool, mohair, tobacco, fruits, horned cattle, sheep, goats. The annual average rainfall is 30·14 inches and the wettest month January.

Herschel, lat S. 30 deg., 36 min., long. E. 27 deg., 9 min., height 5,100 feet. Village 32 miles E.N.E. of Aliwal North which is 280 miles from East London. Population: White 98, Coloured 7,624 (rural areas 1-5). Civil Commissioner and Resident Magistracy. P.O., T.O., and M.O.O. Hotels and Churches.

Postcart to Lady Grey 14 miles S.S.E. of Herschel, 2½ hours. Aliwal North, 32 miles W.S.W. *via* Lady Grey 12 hours. Barkly East 44 miles S.E. *via* Lady Grey 12½ hours. Palmietfontein, 32 miles E.N.E., 8 hours.

Postcart to Lady Grey. Re-book at Herschel.

Lady Grey is a pretty town on the railway in the valley of the Wittenberg and New England mountains, with a white population of 800, and 800 coloured, 40 miles from Aliwal North. The climate is dry and bracing, and the scenery very beautiful. Like all the towns in the native districts, prosperity is the lot of Lady Grey, which is well supplied with public institutions. As a health resort the place is excellent. This is the terminus of the railway line, but it is to be extended to Gairtney, 21 miles further.

Some Typical Returns.—Herschel.—Wheat, 12,153 muids; mealies, 10,680 muids; tobacco, 11,630 lbs.; hides, 2,131; wool, 292,333 lbs.; mohair, 60,451 lbs.; skins, 8,564; cattle, 31,118 horses, mules, etc., 3,242; sheep, 130,462; goats; 90,879.

BARKLY EAST.—The Fiscal Division contains 1,564 square miles, and the census division a population of 4,303 white, and 4,187 coloured. The principal products are wool, mohair, butter, horned cattle, sheep and goats. The annual average rainfall is 36·74 inches, and the wettest month, January.

Barkly East, lat. S. 30 deg., 58 min., long. E. 27 deg, 35 min, height 5,830 feet. Township 72 miles N.E. of Dordrecht which is 231 miles from East London. Population: White 675; Coloured 502. Civil Commissioner and Resident Magistracy. P.O., T.O., and M.O.O. Hotels and Churches and public buildings.

(Telegrams for Barkly East should be addressed East Barkly to prevent confusion with Barkly West.)

BARKLY EAST is the chief Divisional town, with a population of about 1,000 persons. It is one of the prettiest places in the Colony, lying on slightly undulating ground in the neighbourhood of mountainous country, and skirted by the Kraai River, over which a handsome bridge of sandstone quarried in the district is erected. The people appear to be very prosperous. They make the best use of their land, none of which they were disposed to sell, even at high prices. The pastoral lands carry large flocks of sheep that yield very good wool.

The summer climate is hot, but it is a dry, crackling, bracing sort of heat, pleasanter and more bearable than that of the lower regions, and seems to harden the constitution as much as the bracing winter cold. It is pleasant in winter and summer for invalid folk suffering from chronic catarrh, consumption and dyspepsia, all of which require just such a dry, pure, and cool atmosphere.

Postcarts to Lady Grey 50 miles (by special arrangement), £2 10s.; Dordrecht 72 miles, £2 10s.; from Dordrecht village to Elliot (by special arrangement); Rhodes, 9 hours, Tues. and Sat. 7 a.m.

Some Typical Returns.—Barkly East.—Oathay, 421,615 bundles; wool, 3,121,574 lbs.; mohair, 32 933 lbs.; skins, 40,669; butter, 46,950 lbs.; cattle, 22,050; horses, mules, etc., 5,598; sheep, 550,586; goats, 16,183.

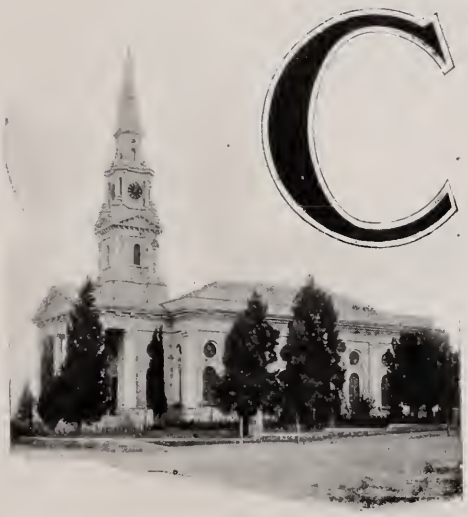
Sixth Tour.

ALIWAL NORTH *via* STORMBERG AND ROSMEAD TO CRADOCK, SOMERSET EAST, ALICEDALE.

Our present tour embraces visits to Cradock, Grahamstown and the beautiful Kowie River District. At Cradock we stayed sufficiently long to take photographs and write up arrears of notes. We had first-class hotel accommodation, the town being well favoured in this respect.

CRADOCK.—THE FISCAL DIVISION contains 3,066 square miles, and the census division a population of 7,721 white, and 11 082 coloured. The principal products are wool, mohair, ostrich feathers, lucerne, oathay, salt, fruits, butter, horned cattle, sheep, goats, horses, mules, ostriches. The annual rainfall is 15·15 inches, and the wettest month, January.

Cradock, lat. S. 32 deg., 11 min., long. E. 25 deg., 38 min., height 2,850 feet. Town and station 181 miles from Port Elizabeth. Population: White 3,054; coloured 4,708 Civil Commissioner and Resident Magistracy. P.O., T.O., and M.O.O.



CRADOCK is a thriving business district in which stock farming occupies the first place. There is a daily early morning market and a weekly feather market, always well attended by brisk buyers. Indeed Cradock has always been a money-making place, even more so than many other country towns; that is why we mention the fact; but its inhabitants, mostly Dutch, have not forgotten the claims of their faith, and out of their money-getting they have built the finest Dutch Church that we have seen in South Africa, for £30,000. It is built of granite with Corinthian pillars, in lofty massive Grecian style with a magnificent spire in a commanding position at the head of the town. They have also laid out and planted in perfect fashion a beautiful Park, known as the Municipal Gardens, which is a great attraction. Adjacent are the cricket grounds and bicycling track. The warm sulphur baths about three miles distant are considered beneficial in the treatment of rheumatism and gout, and they have a reputation for effecting some remarkable cures.

There is no locality in South Africa more agreeable to consumptive and asthmatic persons.

Cradock.

There are the usual religious, philanthropic and educational institutions in the town and a fine library. It is often claimed for the soil of the Karoo that its constituents are such that with the application of water any product that can be grown will flourish. No better proof of this can be given than the gardens of Cradock and Graaff-Reinet. Both places are provided with abundant water, and the garden and field products are greater than many other places as well favoured with the life-giving stream but less rich in soil constituents.

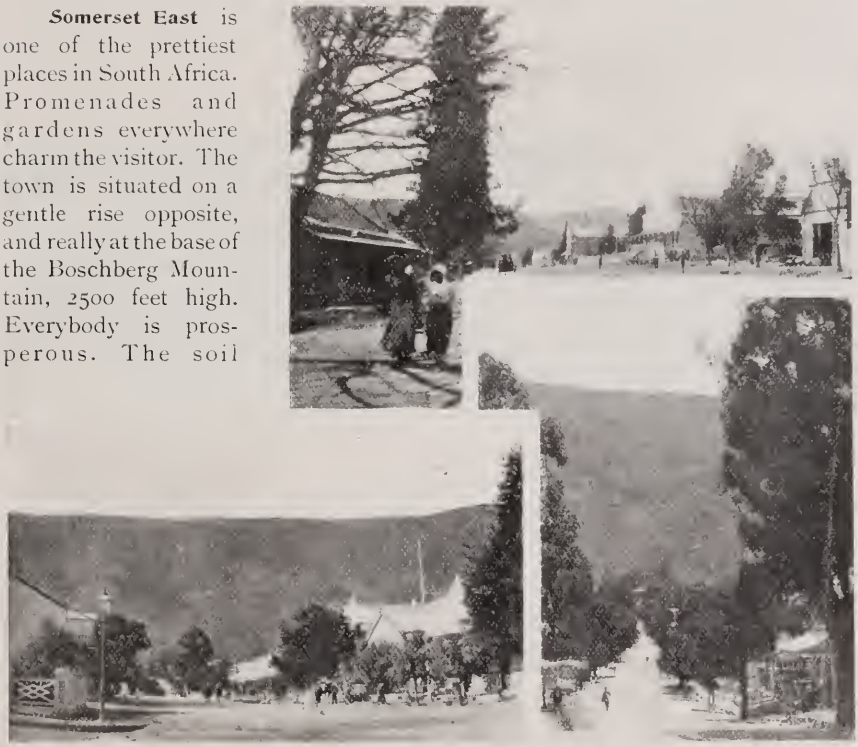
Postcart to Maraisburg, 40 miles N.N.E. of Cradock, 9 hours; Tarkastad, 47 miles E.N.E. *via* Dwingfontein and Klip Kraal, 9 hours.

Approximate Road Distances.—Cradock to Schoombie Railway Station, 53 miles N.; Middelburg, 62 miles N.W.; Steynsburg, 68 miles N.; Somerset East 46 miles S.; Bedford, 52 miles S.E.

Some Typical Returns.—Cradock.—Salt, 912 tons; oathay, 414,330 bundles; lucerne, 528,820 bundles; dried fruit, 3,031 lbs.; wool, 707,105 lbs; mohair, 736,509 lbs.; skins, 43,048; ostrich feathers, 7,085 lbs.; butter, 47,491 lbs.; cattle, 24,852; horses, mules, etc., 3,882; sheep, 215,267; goats, 233,411; ostriches, 7,482.

SOMERSET EAST.—The Fiscal Division contains 2,941 square miles, and the census division a population of 7,843 whites and 14,556 coloured. The principal products are wool, mohair, ostrich feathers, wheat, mealies, oathay, raisins, fruits, butter, sheep, goats, horned cattle and ostriches. The annual average rainfall is 23·89 inches, and the wettest month, March.

Somerset East. Lat. S. 32 deg. 44 min.; long. E. 25 deg. 35 min.; height, 2,400 feet. Station and town at the base of the Boschberg Mountains, 16 miles W. of Cookhouse Station, which is 126 miles from Port Elizabeth. Population: White 1,847, coloured 3,369. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O.



Somerset East is one of the prettiest places in South Africa. Promenades and gardens everywhere charm the visitor. The town is situated on a gentle rise opposite, and really at the base of the Boschberg Mountain, 2500 feet high. Everybody is prosperous. The soil teems with the wealth that comes with the rain—Nature's constant benediction on this favoured spot. A drive round the town discloses the beauty and gladness of life unharassed by its uncertainties. Pretty streets of pretty houses, sometimes surrounded and covered by flowers, always bright with fresh-looking whitewash or paint, and most of them built roomily and ornately, well thatched and tiled, airy and solid. Groves of oak trees lacing and interlacing their expansive, thickly foliaged branches, offer their cool shades to travellers in the heat of the day. There are several fine churches and a Town Hall.

The mountain's higher and lower slopes are clothed with miscellaneous verdure, ferns and flowers abounding in the kloofs; waterfalls and rivulets are

numerous, and on the lower slopes orange groves and orchards make the mountain side of the town and suburbs a lovely sylvan retreat. On all sides the prolific and well-kept gardens, the wayside trees and hedgerows give Somerset East the right to be regarded as a beautiful Karoo town. Fine walks and drives are obtainable—a walk over the mountain by a tortuous old bridge path right to the other side is well worth the trouble to those who love a good climb. We were here in November when the strawberries were ripe, and we no longer believe a word that is said about the supposed inferior flavour of the luscious Colonial berry to that of Europe. We have revelled in both, and to say the least, Somerset East strawberries are deservedly famous. They were larger and quite as delicious as any others, with or without cream.

We believe that if the glories and beauties of Somerset East were better known, great numbers of persons would make it their summer resort. What an ideal pic-nic place is the Glen Avon Waterfall! It is but four miles out. The water falls nearly 300 feet, and its power has driven an adjacent flour mill for years. The water supply to the town, copious enough for all purposes, is in itself an attractive feature owing to its purity and coolness.

The Gill College is a handsome building, standing in well-kept ornamental grounds, in a picturesque position and surrounded by similar grounds and the houses of private owners. Attached to the College are a replete library and museum. Similar remarks apply to the Bellevue Seminary, another important educational institution.

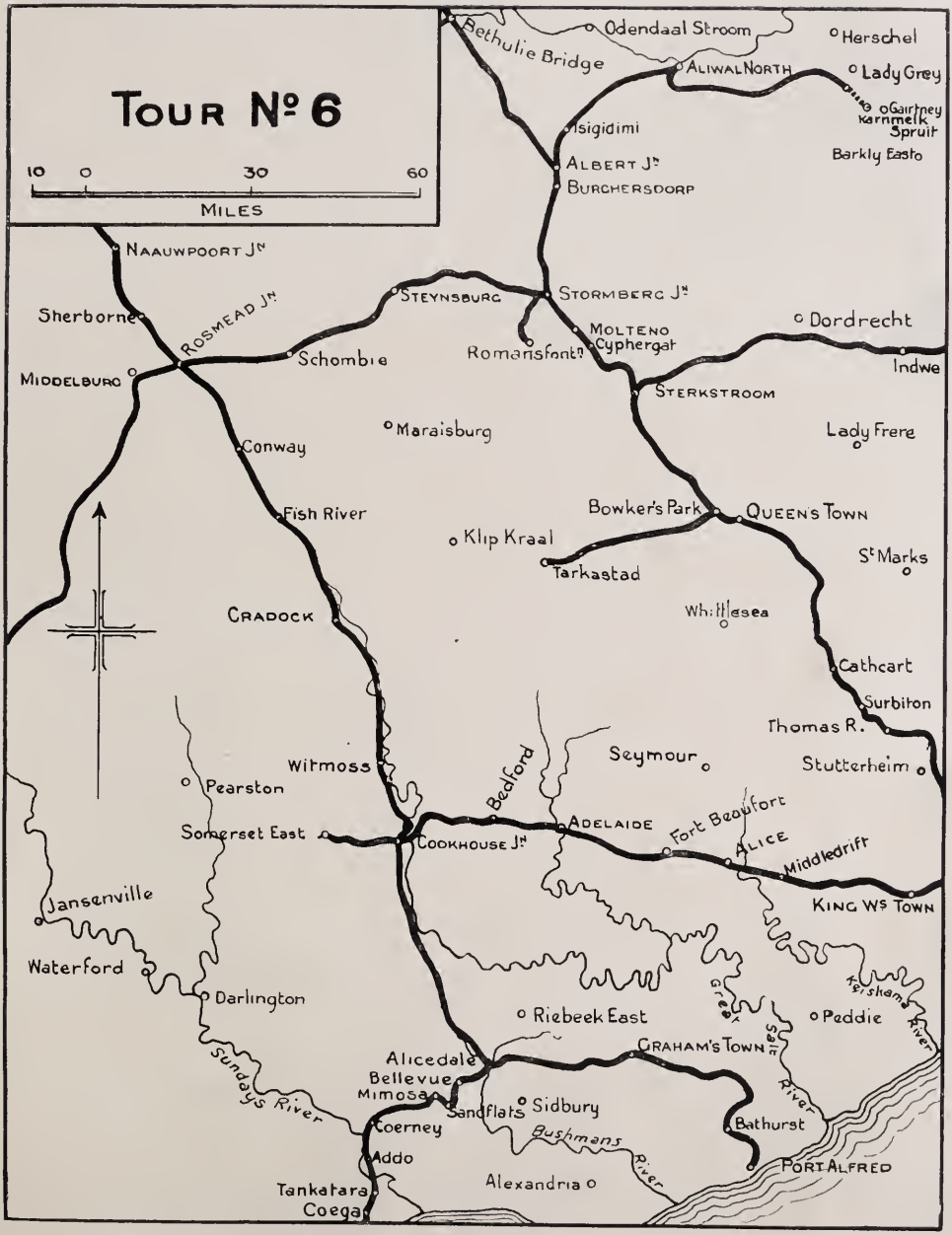
Postcart to Pearston, 32 miles, Sundays, 9.30 a.m.; Thursdays, 10.30 a.m., £1 5s.; return £1 15s.

Note: Telegrams for Somerset East should be addressed East Somerset to prevent confusion with Somerset West.

Approximate Road Distances.—Somerset East to Cradock, 46 miles N.; Jansenville, 75 miles W.S.W.; Darlington 43 miles S.W.; Port Elizabeth *via* Zuurberg Pass, 105 miles S.; Grahamstown, 86 miles S.E.

Cookhouse Junction (altitude, 1,900 feet), Station, P.O. and T.O., on Cape Government Railways, 126 miles from Port Elizabeth.

Some Typical Returns.—Somerset East.—Oathay, 816,087 bundles; lucerne, 231,308 bundles; wool, 518,263 lbs.; mohair, 994,874 lbs.; skins, 50,843; ostrich feathers, 18,180 lbs.; butter, 94,173 lbs.; cattle, 33,753; horses, mules, etc., 4,420; sheep, 232,667; goats, 332,217; ostriches, 24,073.


TOUR Nº 6
10 0 30 60
MILES
Bethulie Bridge
Odendaal Stroom
Herschel
ALIWAL NORTH
Lady Grey
Gaarney
Karnmelk Spruit
Barkly East
Isigidimi
ALBERT Jn
BURGHERSDORP
NAAUWPOORT Jn
Sherborne
ROSMEAD Jn
STEYNSBURG
STORMBERG Jn
MOLTENO
Cyphergat
Romansfontn
Dordrecht
Indwe
MIDDELBURG
Schombie
STERKSTROOM
Maraisburg
Lady Frere
Conway
Fish River
Bowker's Park
QUEEN'S TOWN
Klip Kraal
St Marks
Tarkastad
Whittlesea
CRADOCK
Cathcart
Surbiton
Thomas R.
Witmoss
Seymour
Stutterheim
Pearston
Bedford
Somerset East
COOKHOUSE Jn
ADELAIDE
Fort Beaufort
ALICE
Middledrift
KING Wms TOWN
Jansenville
Waterford
Darlington
Riebeek East
Peddie
Great Fish River
GRAHAM'S TOWN
Alicedale
Bellevue
Mimosa
Sandflats
Sidbury
Sundays River
Coerney
Addo
Bathurst
Bushmans River
PORT ALFRED
Tankatara
Coega
Alexandria

ALBANY.—The Fiscal Division contains 1,685 square miles, and the census division a population of 10,475 whites and 19,400 coloured. The principal products are wool, ostrich feathers, butter, mealies, oathay, tobacco, fruits, horned cattle, sheep, goats, horses, mules and ostriches. The annual average rainfall is 20·88 inches, and the wettest month, November.

Alicedale Junction. The railway station is adjacent to, and forms part of, the village. It is 71 miles from Port Elizabeth, and is the junction of the lines to Grahamstown and Port Elizabeth. There is a special Justice of the Peace Court, a P.O., T.O. and M.O.O., an hotel and several churches.

We are in the immediate vicinity of the Great Fish River along which the railway line comes for a considerable distance. It is one of the Colony's principal inland waterways, and is supplied by tributaries and rivulets of a watershed over 12,000 miles in extent.

It is noteworthy that the journey to Grahamstown is uphill for many miles, the average gradient being 1 in 40.

Grahamstown. Lat. S. 33 deg. 18 min.; long. E. 26 deg. 32 min.; height, 1,800 feet. Situated on the slopes of the Zuurberg Mountains, near the source of the Kowie River, 106 miles from Port Elizabeth by C.G.R. and 43 miles from Port Alfred by the Kowie Railway. Population: White 7,283, coloured 6,604. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Water is laid on to the houses by pipes from four reservoirs.

GRAHAMSTOWN was founded in the year 1812. It was named after one of the Colony's most distinguished soldiers, Colonel John Graham, son of John Graham, of Fintry, Stirlingshire, Scotland, who made the head-quarters of the Cape Regiment on the site of the present city on the 14th of August, 1812, which is, strictly speaking, Grahamstown's birthday. For many years the military nursed Grahamstown, while whites and blacks fought till the end of the native wars. To the middle of the nineteenth century Grahamstown had not ceased to build in fighting times. Fighting and the prospect of it seemed to sharpen the wits and harden the natures of the settlers, and the old world fashion and independence that pervade Grahamstown and its district to-day, are doubtless due to the early struggles and determinations of the community to settle, help, and make for themselves and future generations a fair and prosperous Colony.

The most important battle in the early fighting days was that known as the Battle of Grahamstown, when, in 1818, assisted by the warriors of the friendly chief, Gaika, Colonel Brereton crossed the Fish River and engaged Makana. Pringle describes the spirit of Makana's appeal to his people thus:—

Wake! Amakosa, Wake!
And arm yourselves for war.
As coming winds the forests shake
I hear the sound afar.

It is not thunder in the sky,
  Nor lion's roar upon the hill.
But the voice of Him who sits on high
  And bids me speak His will.

He bids me call you forth,
  Bold sons of Arabè,
To sweep the white men from the earth,
  And drive them to the sea.

The sea that heaved them up at first
  For Amakosa's curse and bane,
Howls for the progeny she nursed,
  To swallow them again.

Brereton held Grahamstown with a plucky little garrison of 223 men, whose heroic exertions did for Cape Colony what the heroes of Rorke's Drift did for Natal. Down from the hills overlooking the little fort came thousands of savage black fighters, reckless with barbarous fanaticism and ferocity, and confident in their numerical superiority. They swept like a torrent on to the little band of red coats drawn up to receive them. Every man stood at the ready till the savages were within a few paces' distance, then rang out the word to fire, and a hail of musketry made the black mass tremble and falter. It was but a momentary check, for another army of Kaffirs, led by Makana personally, rushed madly down with assegais shortened for hand to hand fighting. This stream was also turned back by the unflinching red coats. Then, with the rapidity of desperation and the ferocity of the fight, the black columns rallied and attacked again till defeat came perilously near to the little band of defenders. Never were the heroism and valour of British soldiers more severely tried. They fought and won and saved the Eastern Province of the Colony to Britain for ever. Then quickly came our own invasion, when our columns took possession of the native bush fortresses of the Fish River, captured 30,000 head of cattle, and, effectually breaking the enemy's power, made the Keiskama River the eastern boundary of the Colony.

Grahamstown became a centre whence settlers went forth and established new towns and new enterprises, so that in this respect the city is the mother of a large portion of Cape Colony. Fort Beaufort, Cradock and other smaller towns owe their origin to Grahamstown, and it is difficult to fully estimate the powerful influences of these early settlers and their descendants upon the welfare of the eastern and midland portions of the Colony.

The advance of civilization had been hampered and hindered by native wars for upwards of forty years before peace in our borders appeared certain. Grahamstown then began to settle down to business. In 1857 the march of progress was indicated by the bestowal of an endowment on the town by the late Baroness Burdett-Coutts, of £10,000 towards the funds of a Church of England See, and a few years afterwards the City Council was formed.

Cradled in war and bloodshed, Grahamstown has become a flourishing peaceful city. The population within and surrounding the town are a sturdy, strenuous and patriotic community, earnest adherents of the British Constitution, the direct and indirect representatives of the first venturesome emigrants who left kith and kin to battle, work and win in the new world. They founded a city that is a credit to the British dominions, and yet the future of Grahamstown is

probably still in making. There is no lack of evidence that the relationships of the white and coloured races, and the nature of projected public works will lead to great commercial and social expansion.

Our first view of Grahamstown was taken from the steps of the railway station. On entering the town from the railway, the first building we notice is the Town Hall, containing the Public Library. The Reference Library is in the upper part of the building, where are many valuable historical, topographical, scientific and classical works. These are made much use of by the general public, but particularly by the studious youths of the town. Then, of course, we entered the fine modern Anglican Cathedral in High Street, and meditated in the holy calm of its dim but handsome interior. This was a grateful relief after much rustic travelling.

Over the House-tops.

The love of home is ever a favourite topic among the Colonial Clergy. We well remember a homely sermon in this Cathedral on the occasion of a devoted servant of the Church leaving for another sphere of work. In a voice tremulous with emotion the old preacher referred to the hallowed times that had passed. "The old sanctuary is like an old home, deathless in its influence," said he.

"Your parents may be gone. The old homestead may be sold and have passed out of the possession of the family. The house itself may be torn down. The spruit that runs in front of the house may have changed its course or have dried up. The long line of old-fashioned sunflowers and the hedge of wild briar may have been uprooted, and replaced by the beauties of modern gardening. The old poplar tree may have cast down its crown of verdure and have fallen. You say you would like to revisit the old home and you go, and, O, how changed it is! Yet that place will never lose its charm over your soul. That first earthly home will thrill you through your everlasting career. The dew-drops that you dashed from the lucerne as you drove the cows afield many years ago; the short twilight that illumined your father's home on summer nights when the evenings were too short for a candle; the tinged pebbles that you gathered in your apron on the margin of the river; the berries that you strung into a necklace, and the daisies that you plucked for your hair—all have gone into your sentiments and tastes, and you will never get over them. The trundle bed where you slept; the chair where you sat; the blue-edged dish out of which you supped; your sister's skipping rope; your brother's ball, your kite, your hoop; your mother's smile; father's frown—they are all part and parcel of your immortal nature."

On resuming our journey up the principal street of the town, we met the Anglican and Roman Catholic Bishops, one on each side of the street. There is great brotherly sympathy between the two, and at all times they are the best of friends. The remainder of the churches are just of the importance and in the good "comfy" condition as far as funds and spirituality are concerned that one could expect in an affluent town like this.

Wherever one goes, the eye is relieved by trees and well-kept gardens especially in the suburbs. Many of the buildings have been erected for comfort and durability rather than for style, but there is an old world homeliness about the place that fully makes up for an occasional lack of architectural beauty.

The botanist, the entomologist and the sportsman will find happy hunting grounds in the surrounding country, and many a disciple of Isaac Walton may be happy on the banks of the Kariega River.

In 1837 the town became a municipality, and although the position of a Town Councillor is to-day looked upon as an exalted affair, it was not in the early days easy to get good men for the office, and the stereotyped phrase that

More House-tops.

Mr. John Smith had allowed himself to be nominated as a candidate for municipal honours, was literally true many a time when Grahamstown required a new Councillor.

It costs about as much to live decently and well here as it does in an ordinary English town, ample supplies of fresh food and fruit are brought into the town every morning and sold in the early market.

The day is hot, and you would like to swim. Go then to the swimming baths. We paid at the gate and entered a fine lofty building, the rafters of which were ringing with the merry shouts of boys and men at high revels in the bath. The sight of those vigorous, kicking, splashing, shrieking urchins and the powerful strokes of the big swimmers will be long remembered.

One of the sights of the town is Messrs. Galpin's Camera Obscura at the top of a curiously built tower, from which the whole of the town and suburbs for miles around can be seen reproduced with all the motion and life of the reality.

The Grahamstown Library Committee is composed of twenty-two persons and is the most aristocratic body in the town, consisting of one Bishop, one Very Reverend Dean, a Roman Catholic clergyman, one Resident Magistrate, one Civil Commissioner, two Professors, one Nonconformist minister, three Doctors, the Mayor, and some of the leading tradesmen. A seat on this distinguished committee is, in local esteem, about equal to a seat in Parliament. There is not a more energetic body in the whole of South Africa, and its capacity for research and work is unlimited.

Besides housing the Library, the Town Hall contains the Municipal Offices, Council Chamber (one of the best in South Africa), and the new Loan Exhibition of Paintings. The building is of stone and concrete, and cost £15,000. At the north side the hall is specially used for meetings, theatricals, concerts, dances, and other functions.

The Public Library occupies large and lofty apartments on both floors of the Town Hall, and contains 17,000 volumes. The Albany Museum stands in the Drostdy grounds close to the Botanic Gardens. In addition to the collection, the excellence of which impresses all visitors, there is a large entomological collection, a well arranged herbarium, a collection of coins and medals, and a scientific library. The Albany General Hospital Buildings are pleasantly

situated on the slope of a hill at the south side of the city. Flowering creepers, trees and flowers are planted on every part of advantage, adding to the cheerful aspect of the place. The institution is supported by an annual Parliamentary grant, the revenue of certain land, and by subscription and donations. The Chronic Sick Hospital gives refuge to a number of old and infirm people. St. George's Anglican Cathedral was erected in 1824. The foundation stone of the present tower was laid by the Duke of Edinburgh. The spire is the loftiest in the Colony, the height from the ground to the top stone being about 200 feet. All the materials used in its construction and adornment are of the most beautiful and durable kind.

The Botanical Gardens cover an area of about 100 acres, and are well designed and attractive.

There is a beautiful carriage drive under the cooling shade of an avenue of oaks, which almost interlace. There are many other enjoyable drives in the neighbourhood, the best of them being along the top of a range of hills to the south of the city. The road winds up the valley until it reaches the summit of Signal Hill overlooking Fern Kloof, whence a view is obtained over Lower Albany to the ocean, seen in clear weather. The view northwards shows the city in the foreground, embowered in trees, the buildings showing in fine relief against the country side mountain ranges, including the Amatola and Winterberg, a hundred miles away. The road runs from Signal Hill along the ridges of the mountain range, through plantations of young trees, to Dassie Krantz. From Dassie Krantz, the drive continues to Waai Nek, near the railway tunnel along the Bay Road into the city again.

The Supreme Court of the Eastern Province, composed of a Judge President and two Puisne Judges, is held in the Eastern Districts Court Buildings. St. Aidan's College affords higher education to the Catholics of South Africa. It was handed over in 1876 to the Society of Jesus. Since their occupation, the worthy Fathers have considerably enlarged and improved the building, and quite recently have added a large and handsome wing, which makes it at once one of the most imposing structures in the city. The boarding and day classes make up a number of seventy pupils. The staff comprises seven able professors. The Kingswood College was founded by the Wesleyan Methodist Church of South Africa to meet a long felt want, and is the leading educational establishment of that Church. The Diocesan School for Girls stands in its own grounds of several acres in extent, on West Hill, one of the most healthy and delightful parts of Grahamstown. St. Andrew's College was founded by Bishop Armstrong in 1855, and opened in 1856. The instruction is in accordance with the principles of the Church of England, and is conducted on the English Public School system. The establishment of the Wesleyan High School for Girls has been fully justified by the examination results as well as the very large number of pupils who have passed through the school, which is governed by a Board of Trustees, eleven in number.

The Rhodes University College provides for higher education in the Eastern Province. It provides facilities for students to continue their studies for examinations beyond that of Matriculation, *viz.*: the Intermediate, the B.A., the M.A., the Survey, the Mining Examinations, Law Examinations, including Preliminary and Final LL.B. and Law Certificate, and the Preliminary Medical Courses. Mr.

Rhodes's trustees set apart £50,000, the citizens of Grahamstown subscribed nearly £19,000, and De Beers Consolidated Mines contributed £5,000 to the cost. The institution was incorporated in May, 1904, and named the Rhodes University College, in honour of the statesman whose good works live after him. The teaching is carried on in the Drostdy buildings, which provide excellent accommodation, and are close to the Albany Museum and the Botanical Gardens. Permanent buildings will probably be erected in the near future at a cost of at least £40,000.

We passed through the old Drostdy Gate to visit the College and found all the students and professors busily at work. The staff consists of eleven professors and a drawing instructor. The staff is being added to. The classes are numerous. The students are prepared for all departments of science, and there is a syllabus for each subject. The attendances are increasing gradually.

Post Carts, Grahamstown to Alexandria, 47 miles S.S.W., *via* Salem, 7½ hours, Mondays, Wednesdays and Fridays, 8.0., £1 10s.; Return £2 10s. Fort Beaufort, 52 miles N.N.E. *via* Fort Brown, Koonap Bridge and Windsor, 8½ hours. Breakfast Vlei, 18 miles N.E. *via* Iquibeca, Tuesdays and Fridays, 6.30, £1, Return £2. Debe Nek and Green River, 13 hours. Carlisle Bridge, 27 miles N.W., six hours, Tuesdays and Fridays, 8.0, 10/-, Return £1. Vaal Vlei, 12 miles S.W. Hell Poort, 11 miles Tuesdays and Fridays, 8.0, 10/-, Return £1. King William's Town, 84 miles, Tuesdays and Fridays, 6.30 a.m., £2, Return £4. Fort Brown, 17 miles, Tuesdays and Fridays, 8.0, 15/-, Return £1 10s.

Riebeek East. Village; P.O., T.O., and M.O.O., 23 miles W.N.W. of Grahamstown. Telegrams for Riebeek East should be addressed East Riebeek, to prevent confusion with Riebeek West.

Approximate Road Distances.—Grahamstown to Peddie, 42 miles E.N.E.; Bedford, 60 miles N.N.W.; Somerset East, 86 miles N.W., Adelaide, 56 miles N.N.W.; Port Elizabeth, 77 miles S.W.; Port Alfred *via* Bathurst, 36 miles S.E.; Bathurst, 26 miles S.E.; Great Fish River Mouth, 47 miles S.E.

Some Typical Returns.—Albany.—Oathay, 802,706 bundles; tobacco, 45,924 lbs.; dried fruit, 4.380 lbs.; wool, 322,329 lbs.; ostrich feathers, 22,413 lbs.; butter, 199,031 lbs.; cattle, 37.476; horses, mules, etc., 3,536; sheep, 393,889; goats, 48,607; ostriches, 23.256; oranges, 1,041 985; other fruit, 1,897,928

ALEXANDRIA.—The Fiscal Division contains 947 square miles, and the census division a population of 2,606 white and 8,240 coloured.

The principal products are fruit, tobacco, barley, oathay, butter, ostrich feathers, horned cattle. The annual average rainfall is 28·65 ins., and the wettest month November.

Alexandria, Village 30 miles S.S.W. of Grahamstown, which is 106 miles from Port Elizabeth. Population: White 237, coloured 99. Civil Commissioner and Resident Magistracy: P.O., T.O. and M.O.O. Hotel, Churches and Public Buildings.

The principal village in a division that is well known for its tobacco, butter and fodder productions. Its ostrich feathers have more than doubled in the last five years, and in the same period its production of butter has increased from insignificance to the respectable figure mentioned in Typical Returns. Its fodder crop has also increased by over 100 per cent. in the same time.

Now that the Railway line from Barkly Bridge (51 miles) has been sanctioned by Parliament hope runs high in the district that its completion will greatly increase every branch of the rural industry, and there is a determination among the community to make the best of their coming opportunities.

The district is well wooded with native timber, much of it suitable for mining purposes, and with the completion of the railway a brisk business will probably be done in this direction.

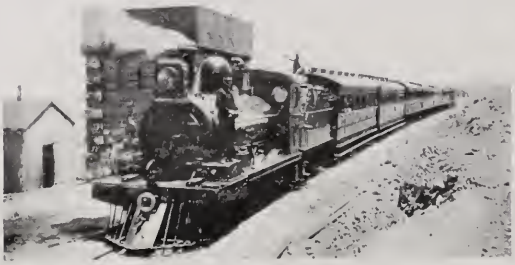
About half of the area of 947 square miles of which the Division consists is suitable for Agricultural purposes.

Postcart to Grahamstown, 30 miles N.N.E. of Alexandria, *via* Salem Mission Station : 7½ hours. £1 10s. Return, £2 10s.

Coerney. (Alt. 463 ft) Railway Station, P.O , T.O., & M.O O., 39 miles from Port Elizabeth.

Approximate Road Distances.—Alexandria to Sandflats Station, 36 miles N.W.; Por Elizabeth, 68 miles W.S.W.

Some Typical Returns.—Alexandria.—Oathay, 1,731,181 bundles; barley, 8,951 muids tobacco, 7 775 lbs.; ostrich feathers, 10,408 lbs.; butter, 118,563 lbs.; cattle, 20,781 ; ostriches 10,359.



BATHURST.—The Fiscal Division contains 573 square miles and the census division a population of 2,014 white and 8,737 coloured. The principal products are ostrich feathers fruit, mealies, butter, oats, oathay, potatoes, horned cattle, and ostriches. The annual average rainfall is 23 82 inches, and the wettest month, November.

Hy. Putt, Esq., J.P., General Manager Kowie, Ry. Co., Ltd.

Bathurst. One of Dickens's characters said he never saw a bath bun without thinking of Bath. Bathurst always reminds us of pineapples and oranges. It is but a small town on the railway line, with a population of about 300 white and 300 coloured persons. The principal industry in the division is the cultivation of pineapples, for which there is always an absorbing demand. Oranges in groves and without groves also grow very plentifully, both fruits yielding good returns to the growers.

The town is a pretty little place on the Kowie Railway, and the climate is bracing and healthy.

The Bathurst Division shares the honours in history with Grahamstown as one of the homes of the first settlers of 1820.

Port Alfred. Lat. S. 33 deg. 34 min.; long. E. 26 deg. 54 min.; height 110 feet. Town, 69 miles by sea from Port Elizabeth. The terminus of the Kowie Railway, 43 miles from Grahamstown. Population, white 687, coloured 911. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O.

A Part of Kowie.

Kowie. Between Grahamstown, Bathurst and Kowie, the train passes through beautiful scenery. Great expanses of grass-clad plains are relieved by belts and clumps of forest and bush, in which the Kaffir tree with its scarlet flowers, the yellow wood, the wild bean, and many others grow prodigally.

Near to the numerous orchards and homesteads *en route* the air is laden with the sweet perfume of jessamine and honeysuckle, brightly plumed birds skim the air and flit from tree to tree, trilling and twittering merrily and prettily enough to make up for greater song. All sorts of fruit grow and ripen luxuriantly, especially pineapples, which in flavour vie with those of Natal. Apples, pears and quinces are equal to Devonshire's best. The homesteads indicate the well-to-do husbandmen. Kine are sleek and fat, and heavy crops in field and

orchard gladden the farmer's heart so that he easily looks ahead and estimates the reward that the harvest has in store. With but trifling occasional drawbacks, this part of the country is always prosperous.

There is a good beach of sand skirted by sand hills. The fine Kowie River is navigable for some miles. The port is an ideal spot for a quiet holiday,

A Favourite Pic-nic Resort.

especially for those devoted families who are, as they should be, always happiest when they can be all together. The charges at the comfortable and elegant hotels are very reasonable. Boarding-houses are plentiful with homely pleasures and provision at little cost. The main or eastern beach, to which we have referred, affords good bathing and walking exercise for miles. Westward it is rocky. For the sportman and the angler, the river and its vicinity offer great opportuni-

Distinguished Trippers.

ties. There are many charming walks through pretty lanes, verdant pastures, and through brush and woodland, radiant with wild flowers.

Besides its marine and rural attractions, the township is well appointed with a good social club, an excellent library, a gymnasium, and the usual places of worship.

The greatest cordiality is displayed to visitors by the railway officials from the General Manager downwards. This is all the more noteworthy because the latter gentleman, Mr. Henry Putt, Mayor of the town, is at the head and front of most of the local public and private undertakings and institutions. He is also the station master, and his agreeable influence and that of his excellent staff are universally felt and appreciated.

Some Typical Returns.—Bathurst.—Oathay, 1,373,260 bundles; potatoes, 26,141 muids; mealies, 25,179 muids; ostrich feathers, 7,315 lbs.; butter, 16,865 lbs.; cattle, 14,123; ostriches, 7,277; oranges, 2,316,400; other fruits, 6,118,232.

Holiday Boats.

Seventh Tour.

PORT ALFRED TO ALICE, HOGSBACK AND EAST LONDON.

BEDFORD.—THE FISCAL DIVISION contains 1,225 square miles, and the census division a population of 2,337 white and 10,852 coloured. The principal products are wool, mohair, ostrich feathers, mealies, oathay, butter, horned cattle, sheep, goats and ostriches. The annual average rainfall is 21 26 ins., and the wettest month, March.

Bedford Lat. S. 32 deg. 41 min., long. E. 26 deg. 6 min., height 2,460 ft. Station and town situated near the foot of the Kaga Mountains, 19 miles E.N.E. of Cookhouse Station, which is 126 miles from Port Elizabeth. Population: White 747, coloured 1,510. Civil Commissioner and Resident Magistracy. P O., T.O. and M.O.O.

PROSPEROUS Bedford is one of the typical villages that we have noticed so often in the course of our tours. Not like some old European village containing a percentage of peasant population whose earnings are so small and precarious that they live from hand to mouth on the most frugal fare, lucky if they get that even, twice or thrice a day. No village or country in Cape Colony is like that. Every man has his price and knows how to demand it for a day's labour or a peck of produce. Every man is necessary in the diurnal economy of the little community, and the humblest, the laziest, even the drone somehow fills his niche. Given the expansion of enterprise which is expected from centre to circumference of this fair land, and there will be room for more workers, a greater population. In the rich vlei lands of the Bedford valleys, when they are fully utilised there is untold wealth—and the same is true of other vleis in other valleys and on other plains throughout the Colony. Progress goes slowly, however. Sheep were silvern in days of yore in Bedford and elsewhere near by, but now ostriches are becoming golden, and the surprising value of lucerne in this connection has almost dwarfed the mealie; even the Angora goat, with his silken mohair fleece, preferred above finest wool by all the world, has gone down a peg before feathers and the king of fodder crops.

The Kaga mountain makes Bedford look pretty, and it's background displays the quality and extent of the land. Kaga carries forest wood, high on its sides and down its slopes, and from its cloud-topped heights sends rivulets to water the

fields and pastures, and there is plenty for the town. These forests are well in hand for commercial use by the Government.

Bedford and enterprise go hand in hand like good friends. Co-operation represents enterprise, and good, commercial butter represents the result, nearly 300,000 lbs. being the last annual out-turn of this popular article. Some of the best pork and ham also come from this district.

Approximate Road Distances.—Bedford to Tarkastad, 72 miles N.N.E.; Cradock, 52 miles N.W.; Grahamstown, 60 miles S.S.E.; Somerset East, 35 miles W.S.W.; Fort Beaufort, 42 miles E.S.E.

Adelaide (altitude, 1,944 feet), Village and Station situated on the Koonap River, 25 miles W.N.W. of Fort Beaufort; Assistant Resident Magistracy; P.O., T.O. and M.O.O. Population: White 937, coloured 473.

A go-ahead little town on the railway line to Cookhouse, surrounded by mountains and adjacent to the Koonap River. Like most other pastoral places, the district has profited very much by recent good seasons.

The great Winterberg Mountain, 7,200 feet high, comes prominently into view here.

It is supposed that the town was named after Queen Adelaide, the Consort of William IV. The place came in for its share of the native troubles of the early days. It is now one of the most important rural centres in the midland and border provinces, representing a very large proportion of the agricultural wealth of the territories extending to the coastal districts of East London and Uitenhage, and the northern divisions of Fort Beaufort and Victoria East.

The Town Hall, of which use is made for meetings and entertainments, is a fine building. The Dutch Church cost nearly £25,000. The town is well supplied with water. There are several good hotels. Sports and pastimes occupy the usual share of attention.

Some Typical Returns.—Bedford.—Oathay, 631,630 bundles; lucerne, 338,655 bundles; wool, 751,265 lbs.; mohair, 308,505 lbs.; hides, 7,654; skins, 21 479; ostrich feathers, 7 314 lbs.; butter, 218,582 lbs; cattle, 33,732; horses, mules, etc., 2,542; sheep, 183,851; goats 100,284; ostriches, 9,417

FORT BEAUFORT.—The Fiscal Division contains 860 sq. miles, and the census division a population of 3,699 white and 16,257 coloured. The principal products are wool, mohair, tobacco, oathay, lucerne, mealies, fruit, ostrich feathers, butter, horned cattle, sheep, goats and ostriches. The annual average rainfall is 17·79 inches, and the wettest month, March

Fort Beaufort. Lat. S. 32 deg. 46 min., long. E 26 deg. 37 min., height 1,500 ft. Station and town situated on the east bank of the Kat River, 43 miles N N.E. of Grahamstown station, which is 106 miles from Port Elizabeth Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel, Churches and Public Library. Population: White 968, coloured 722.

Fort Beaufort is picturesquely situated on the Kat River, which bends about until it actually encompasses the little town on three sides, necessitating a substantial stone bridge.

Here is situated another of Cape Colony's mineral springs that has healing in its waters.

The surrounding district is similar to Bedford in fertility and promise. Native game, preserved in season, is plentiful. More attention to cattle breeding is shown here than at Bedford, however. The place has gone ahead very much since the opening of the railway, and dairy produce is the main feature of the trade of the district.

The Fort Beaufort itself stands like an ancient sentinel, with one old obsolete gun perched on its tower, not to shoot anybody, but to keep memories green, and remind the young folk of to-day of the struggles and anxieties of the past, when their forbears were often on the verge of extermination by their savage enemies.

Postcarts to Balfour, 25 miles, Tuesdays, Thursdays and Saturdays, 5.0 a.m., 15/-; Seymour, 37 miles, Tuesdays, Thursdays and Saturdays, 5.0 a.m., £1; return, £1 10s.

Approximate Road Distances.—Fort Beaufort to Bedford, 42 miles W.; Queenstown, 80 miles N.; Tarkastad 72 miles N.W.

Some Typical Returns.—Fort Beaufort.—Oathay, 868,181 bundles; mealies, 13,907 muids; tobacco, 38,951 lbs.; lucerne, 117,180 bundles; wool, 815,082 lbs.; mohair, 69,026 lbs.; skins, 15,636; ostrich feathers, 3,928 lbs.; butter, 84,789 lbs.; cattle, 34,675; horses, mules, etc., 2,369; sheep, 150,207; goats, 61,756; ostriches, 6,197.

STOCKENSTROM.—The Fiscal Division contains 314 square miles and the census division a population of 1,868 white and 8,027 coloured The principal products are wool, mohair, mealies, tobacco, oathay, fruit, sheep and goats. The annual average rainfall is 36·04 inches, and the wettest month, March.

Seymour.—Latitude S. 32 deg. 33 min., longitude E. 26 deg. 47 min.; height, 2,600 feet. Town, 65 miles north-west of King William's Town Station, which is 42 miles from East London. Population: White 176, coloured 318. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O.; hotel and churches. This is a prosperous town in a picturesque district.

Post cart to Fort Beaufort, 37 miles, £1; return, £1 10s.

Balfour (altitude, 2,103 feet) Village, P.O., T.O. and M.O.O., 10 miles west of Seymour.

Postcart to Fort Beaufort, 25 miles, 15s.

Some Typical Returns.—Stockenstrom.—Oathay, 1,249,470 bundles; tobacco, 594,965 lbs.; wool, 332,861 lbs.; mohair, 30,736 lbs.; butter, 20,967 lbs.; cattle, 13,006; sheep, 91,981; goats, 28,315.

VICTORIA EAST.—The Fiscal Division contains 384 square miles, and the census division a population of 1,574 whites and 15,546, coloured. The principal products are wool, mealies, oathay, tobacco, butter, sheep, goats and horned cattle. The annual average rainfall is 32·3 inches and the wettest month, November.

Alice. – Station and town situated on the Tyumie River, 40 miles W.N.W. of King Williamstown, which is 42 miles from East London. Population: White 716, coloured 500, including Lovedale Mission Station, one mile from Alice. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O.

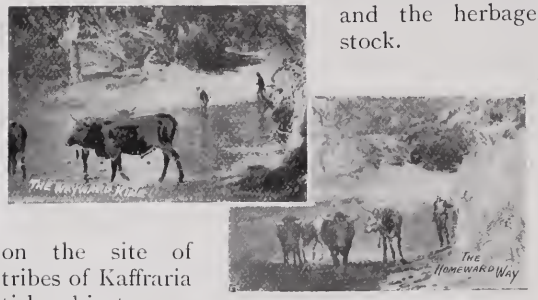
LICE is a thriving township on the banks of the Kat River. Numerous important stores do a considerable trade with the natives of the district. The affairs of the town are administered by a Municipality, and there is every appearance of considerable and continuous industrial progress.

From Alice a postcart runs to Hogsback once or twice a week, or the visitor may hire a private cart and horses to take him to that place celebrated for health, mountain climbing and sport. The drive is through more or less mountainous country principally occupied by natives, whose huts and kraals are here and there picturesquely situated up the mountain side, down in the valley, or on the wide rolling plains. If the tourist with a camera can spare time to break the journey, as his equipage scales the mountain sides and summits or descends into prettily shaded denes, he will be well rewarded with beautiful views.

Alice.

The neighbouring mountains and woodlands of Alice were a portion of the local battle grounds in that unsettled period when the whole of black Africa seemed to be pitted against the methods and progress of the white man, and to-day some of the old inhabitants have personal experiences to tell, which, even if occasionally a wee bit garnished, are, in the main, true enough.

The soil in this district is very productive; there is plenty of water from natural springs, and a good rainfall, and the herbage is quite suitable for live stock.

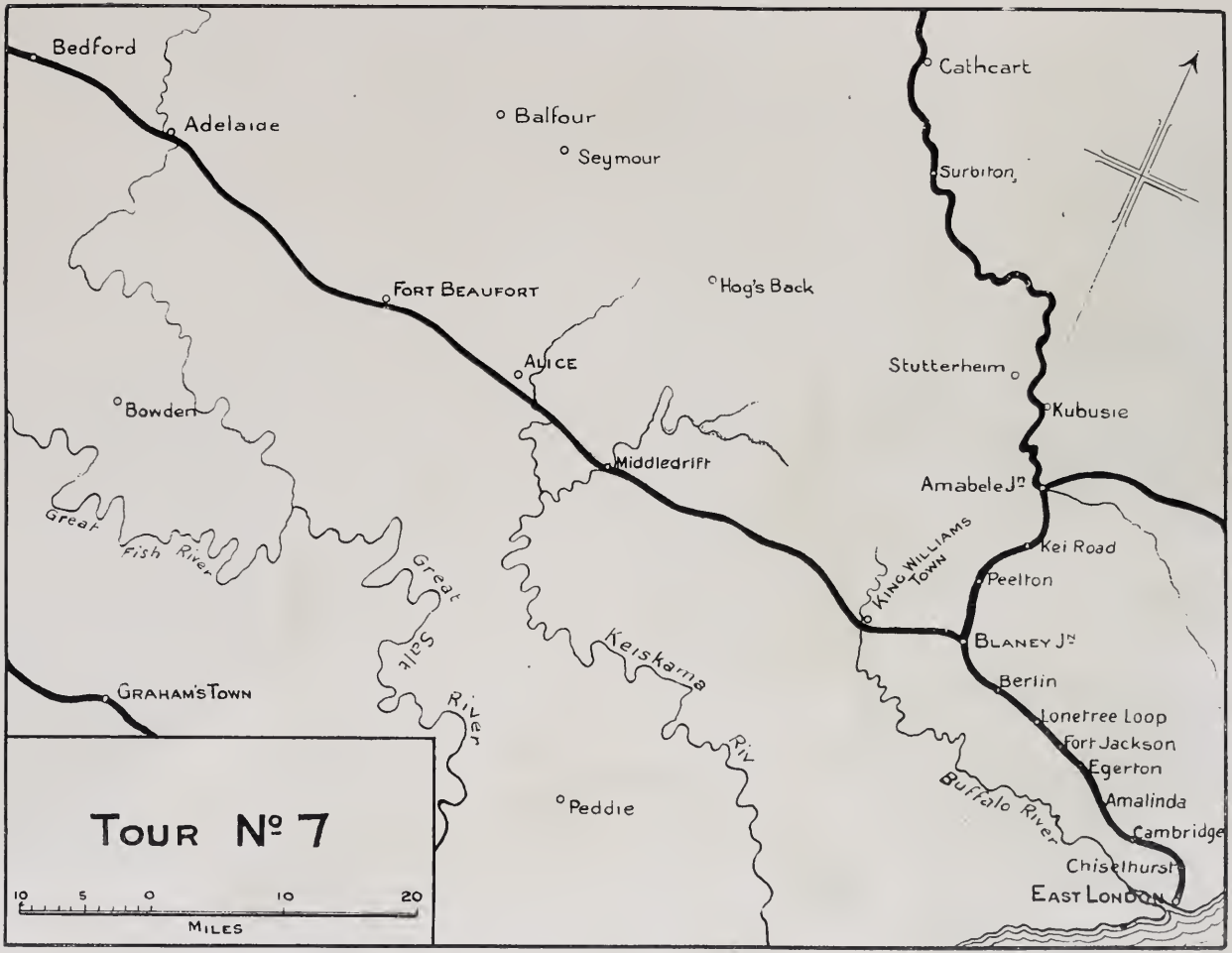


The Lovedale Industrial Native Institution is incorporated with the Municipality, thus Lovedale and Alice are something more than neighbours. They stand just on the site of the early home of the tribes of Kaffraria before they became British subjects.

Lovedale lies among hills and broad valleys with a reticulation of numerous streams and small rivers, and the Amatola, Katberg and Winterberg mountains in the background.

Travellers passing from the Cape to Central South Africa traversing the great Karoo on the west, have declared that they see naught to indicate that the ways of the Bantus in bygone times are not those of to-day, but old Cape Colonists know better, and both western and eastern sides have evidence to show that the influence of Western civilization has already wrought a wondrous change in the disposition of the native population, and vastly improved their social and political status.

The range of education at the institution is considerable, beginning with the alphabet and ending in theology, so that it is feasible that preachers and teachers may arise from the darkness of heathendom and go forth imparting


Bedford
Adelaide
Balfour
Seymour
Cathcart
Surbiton
Fort Beaufort
Hog's Back
Alice
Stutterheim
Kubusie
Bowden
Middledrift
Amabele Jn
Great Fish River
Great Kei River
King Williams Town
Kei Road
Peelton
Blaney Jn
Keiskama Riv
Graham's Town
Berlin
Lonetree Loop
Fort Jackson
Egerton
Amalinda
Buffalo River
Cambridge
Chiselhurst
East London
Peddie
Tour No 7
10 5 0 10 20
Miles

their enlightenment to others. The managing executive of Lovedale consider and prove that books and barbarism are incompatible.

Carpentering, wagon-making, blacksmithing, printing and bookbinding are taught to the many, telegraphy to a few. All who are not indentured to trades work daily in the gardens and fields, or on the roads, keeping orderly the grounds, and others are employed on a large farm, which is cultivated for the food supply of the institution.

The late Sir Gerald Portal expressed the following views in reference to his visit to an institution of the Lovedale type:—

"This establishment affords another proof of the wisdom of introducing the true benefits of civilization among natives, not in the old English fashion with

Future Fathers and Mothers of Colour.

a Bible in one hand and a bottle of gin or a musket in the other, but by teaching simple, useful arts, or by inculcating an improved system of agriculture, the benefits and comforts of which are quickly appreciated by the imitative African. The ordinary African, by the way, is not half such a fool as he looks. He appreciates as much as any one the advantages of a warm blanket on chilly nights, or an iron hoe to replace his wooden spud in digging his little field, and the man who can teach him how to earn these luxuries will obtain a proportionate influence over him."

Most people will be inclined to agree with Sir Gerald Portal that there has been a little too much preaching at the African, and too little patient teaching

of him; too little appeal to the many-sided nature he possesses in common with all other men, despite the common opinion that he is so degraded, lazy and savage that force is the only argument.

The Lovedale Industrial Institute is conducted on the principle that the African is like men of all other colours. Where sufficient inducement is offered, and the new wants which civilization brings act as a stimulus, he is willing to work. The primitive native needs no other clothes than a blanket, and lives on grain and milk. He naturally asks why he should work when he has enough to live on. But he does work when taught to do so. This view does not seem to be altogether a missionary theory. Leaving the work on farms and the care of sheep and cattle, we know that the loading and unloading of all the ships which enter and leave our ports, the rough work connected with the

construction of many thousands of miles of railway, the working of the Kimberley and Johannesburg mines, have been in the past, and are still, carried on by natives. In Central Africa the entire transport of all goods that pass in and out of that vast region is done by native porters, carrying on their heads day by day for months together loads up to 70 lbs.

It is hardly to be expected that a people just emerging from barbarism, to most of whom the production of a straight line is a difficulty, and a true rectangle in wood or iron an elaborate work of art, should, after a few years' training, turn out remarkably intelligent and efficient mechanics. But in any work involving mechanical repetition they appear to make fairly good workmen.

The training of the girls is domestic and industrial, as well as educational. They are taught to read and write, and sew and wash, to make bread, to cook

and to scrub, and many are taught simple handicrafts, such as basket making. The histories of many of the girls have a sad similarity. They had been slaves, and some did not remember the names of their parents. Others remembered their early years and their capture and sale. The village would be raided, the men killed, and the women and children carried off or kidnapped.

Those women who have received education themselves are, we believe, always anxious that their children shall receive a good education, and often make sacrifices to gain their desire.

We were informed by the native carpenter at the Institute workshops that no handicraft is so popular with the Kaffir as carpentry, and there are usually more applicants for work in that shop than there is room for the learners.

In his uncultured state, the thoughts of the native are about animals, their ways and marks, and other peculiarities. Cattle to him are a valuable and pleasing kind of property. The pleasure he has in looking at fat cattle is subordinate only to eating them, whether they are his own or his neighbour's.

The Lovedale Institution has the merit of being unsectarian, all denominations, tribes and shades of colour being equally admissible, and natives come for industrial training from all the other mission stations, no matter what creed they use or to what sect they belong. The proud Kaffir, the fighting Zulu, and the quieter Morolong all receive the same treatment. Representatives of as many as fifteen tribes are sometimes in the place at a time.

The illustration represents the "ukutshila" or dance which accompanies the rite of circumcision, as it is practised amongst some of the tribes. By this rite,

lads of a certain age are admitted to the standing of men, and added to the fighting force of the tribe. For weeks these lads live by themselves. They are supplied with food by their friends, and one man takes charge of them. They are covered from head to foot with white clay, giving them a ghastly appearance. They wear strange head-dresses and a sort of kilt or tunic made of the fronds of a heavy wild date-palm, or similar plant.

These Abakweta, as they are called, go round different villages with a good deal of singing, dancing, feasting and beating of drums. After several weeks, the white clay is washed off in the nearest river, red clay takes its place, and each boy gets a new kaross or blanket. All the old clothing, such as it is, is also burned. The lads are then assembled to receive advice and instruction from the old men as to their new duties. They are now acknowledged as men, and enjoined to act accordingly. They are to obey their Chief, defend the tribe

On the Hill-tops at Hogsback.

against its enemies, provide for their parents and other indigent relatives, maintain the customs of their forefathers and the usages of the tribe, and be hospitable to their friends and those who have a claim upon them. Presents of assegais and cattle and other things, according to the wealth of their relatives, are given to them to make a beginning in life. Cattle are then slaughtered, and the ceremony concludes with a great feast.

No taunt that one Kaffir can address to another cuts so deep as a hint that he has never passed through this rite, and that he is not a man but still a mere boy.

Leaving the charms of Lovedale, we started from the Alice Hotel in a four-in-hand Cape cart about 9 o'clock a.m. at a brisk pace for the wonders and beauties of Hogsback across twenty-two miles of mountains and plains.

Except for glimpses of the natives near their hut dwellings and kraals and some magnificent cloud combinations for the camera, there was not much in the prairie-like scenery to take notes about till we began to feel the exhilarating sensation that tells of mountain air. We had begun our first Hogsback mountain climb. The roads were heavy through recent rains, and frequent halts were made to breathe the horses. At some parts of the mountain journey they slipped fearfully, and recovered miraculously on the narrow ledges hewn out of the declivity.

At the very summit we found ourselves on the narrow edge of a peak from which we were able to survey the Tyumie Valley on one side, and the Amatola Basin on the other.

The Amatola Valley presented a great verdant picture dotted with farms and kraals and homesteads against a background of mountainous wooded slopes. Here and there a distant torrent as it dashed down the mountain into the valley flashed out in the sunshine like a mirror on the mountain side. From the highest point of our climb, and seen from our seat in the cart, the valley appeared to be miles below us. A sense of insecurity with four horses on a narrow, slippery mountain path and a strong rising wind made us glad to be on the move again. The scene became a great picture—a panorama of a verdant country peopled by Kaffirs to the left and the right, and at back and front, all the way to the Hogsback. At one moment we were scouring along the tops of the forest trees clustered on the mountain side, and then amid a bit of hillside cultivation as we got lower. It was amusing to hear the remarks and greetings between Mokoi and the boys as we passed them. "Do you want a job on the Jo'burg mines?" repeatedly asked he in Kaffir, to which a broad grin and "Ikona" were the invariable reply.

Here and there small kloofs were passed through, and Africa's beautiful Arum lilies were found in the pools beside the brooks. As we neared the Hogsback mountain its appearance became very interesting. It stood boldly out against the sky, surrounded by lesser hills and slopes clad with trees and thick undergrowth varied by waterfalls and cascades.

The only hotel and its precincts constituted at once the store, the market place and the post office. It was surrounded and thronged by Kaffirs with their wives and daughters, come to buy tobacco, groceries and fancies. The place is embowered in trees which afford an agreeable shade from the sun. A fir

Leafy Haunts.

plantation, through which a stately avenue leads to the forest keeper's cottage is approached by a steep road.

We were in time to pluck from the orchard trees the apples, pears, peaches and plums of the season. Never since we were in Devonshire did we taste and see apples to excel those at Hogsback. They have here what we know in Africa as the high veld climate, similar to that at Ceres, where singularly exquisite juicy apples and pears are grown.

Creeping ferns and blackberries everywhere lined the sides of the road.

The growers at Hogsback send great quantities of fresh fruit, especially apples to the neighbouring Colonies and towns.

For the camera, the pencil and the palette, the hills, mountains and deep wooded recesses and kloofs offer inexhaustible treasures, and, amid the wild and varied flora, the botanist need never want variety nor experience *ennui*. But, above all, climbers may climb and explore unknown heights and virgin paths with the exciting feeling that search parties may be out in the morning looking for a lost mountaineer among the jagged crevices of Hogsback, 6,000 feet above the sea, or the other adjacent spurs of the Amatola. From the distant table-land (there is none of that at Hogsback) the serrated ridge of the Hogsback, on the bare lumpy part from which it derived its name, looks like a series of small finely-cut edges, but up among them they assume the grandeur of a group of great spires of rocky needles, each many hundreds of feet high, and to which Cleopatra's monument would be as a kitchen poker to a telegraph post.

Waters of Hogsback.

The Double Waterfall is the name given to a large body of mountain water that first drops about forty feet on to a narrow ledge, and then leaps off in the form of a magnificent cascade.

Led by a Hottentot guide through glens and gullies 'mid haunts of ferocious baboons whose sharp bark makes the solitudes ring, we sought the famous yellow-wood tree, shown to visitors as a leviathan among its kind. These trees dominate the forests, and their dimensions seem to increase the nearer they get to the forest centre. After much climbing, descending and clambering, we are at last at the foot of one of Africa's biggest yellow-wood specimens thirty-eight feet in circumference and sixty feet high to its first branch, the height altogether being from eighty to ninety feet, too hemmed in to get a photograph of it. Hundreds of names and initials of sightseers are carved all over the tree.

The district is an ideal pic-nicking ground, with these essential conditions, plenty of pure drinking water, brush-wood and shade.

The only time the visitor ceases to climb is when reposing or asleep. The moment he steps out of doors he begins to climb. The whole of the Hogsback district is undulating, hilly and mountainous. We do not recommend Hogsback for wheezy asthmatics, but at the same time the air is so pure and bracing that even if a consumptive person adhered to moderate undulations till he could climb a simple hill, he would do well to try a sojourn on a regimen, say, of fresh eggs, fruit and milk, amid the pure mountain air and spring waters of Hogsback.

The hotel tariff is 10s. per day, or £3 per week.

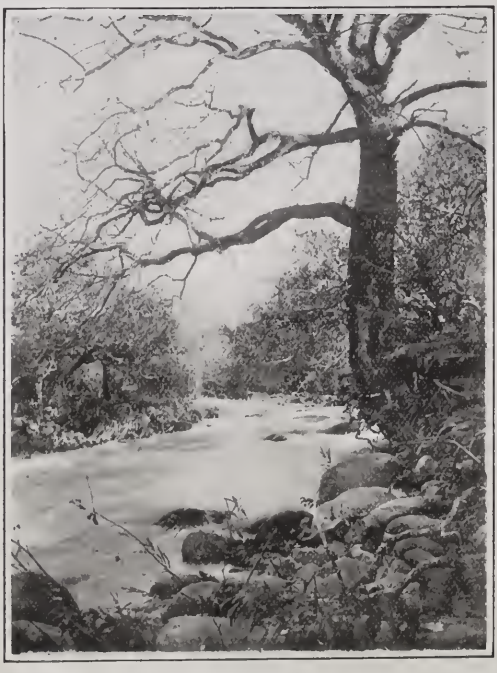
The water has a refreshing mineral flavour, and contains certain beneficial mineral qualities.

The return journey began with a lively incident. As we recrossed the mountain, at the summit of the narrow pass, the vagaries of the two leaders made it clear that they had been having a wild time on the veld. They played up several times, and finally at a point where the pathway was narrow and slippery, protected from the sheer precipice by a mere parapet about eighteen inches high the two suddenly stopped, and then starting nervously at a touch of

the whip, sprang right over the little parapet wall with their fore-feet on the edge. Mokoi jumped out behind, and we were on the point of doing so, when the driver, with marvellous dexterity seemed, with one quick, peculiar jerk of the reins, to switch the animals back to the path by a counter-leap from their perilous position. There they stood, trembling and twitching with fear, evidently realising their escape from peril. After a breather we got along gradually, and the driver, turning to us with a gleam in his eyes, said, "I give 'em wallop soon, Baas," and so he did, for at a place where there were no precipices or parapets those two leaders got more whip than they had probably had for months. Whether they knew why is another question. Both Mokoi and the driver declared they did, and that they expected a licking sooner or later.

Although to the new chum mountain drives sometimes seem dangerous this is the safest of all, and even trivial mishaps are almost unknown.

Some Typical Returns.—Victoria East.—Oathay, 500,810 bundles; tobacco, 92,663 lbs.; wool, 133,231 lbs.; butter, 31,958 lbs.; cattle, 21,510; sheep, 41,841; goats, 38,752.



KING WILLIAM'S TOWN.—The Fiscal Division contains 1,311 square miles, and the census division a population of 10,250 white and 93,534 coloured. The principal products are wool, mealies, Kaffir corn, oathay, tobacco, butter, fruits, potatoes, sheep, goats, horned cattle, horses and mules. The annual average rainfall is 22·28 inches, and the wettest month, January.

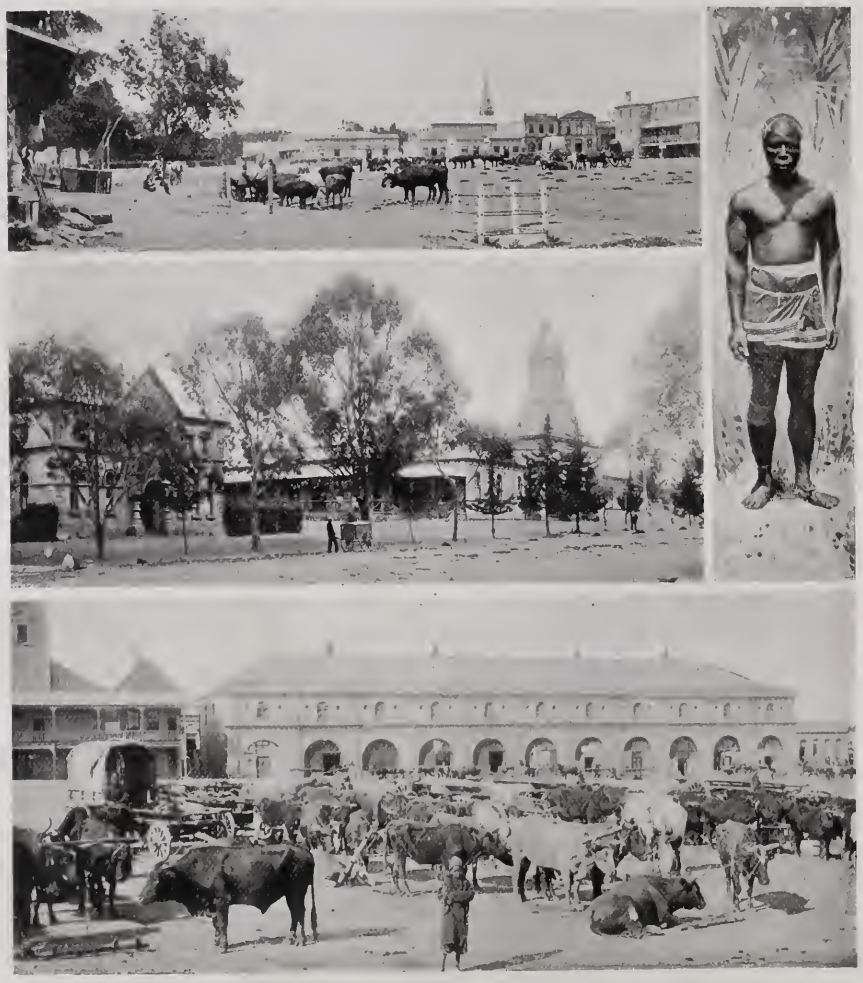
King William's Town. Lat. S. 32 deg., 52 min., long. E. 27 deg., 23 min., height 1,315 feet. Town and station situated on the East Bank of the Buffalo River. A station 42 miles W.N.W. of East London. Population: White, 5,897; coloured, 3,609. Civil Commissioner and Resident Magistracy. P.O., TO., and M.O.O.

FROM Alice to King William's Town, which we reached in the evening, was but a short journey of three hours. King William's Town, or "King" as it is more frequently called for brevity, lies at the base of the Amatola Mountains, and was originally an old mission station, founded in 1825 by the Rev. John Brownlee—a household name in the mission field of Kaffraria. It has a most interesting military history connected with the native wars. It is a widely spread town situated on the left bank of the Buffalo River. No stint and but little control was ever given to the street makers, and so they are wide and long, and many take courses that give a straggling appearance. However, King is the principal town in Kaffraria, and that is the main thing. Business is the King man's sole concern, and when that is going well, all he cares is that King shall be a good mart; his pleasures are in his home, which is often a handsome building, and his grounds in the suburbs or the country or at the sea-side. The public buildings, town hall, magistrate's offices, and public library are all that such a well established community can desire. The latter is supplied with about 17,000 volumes.

King William's Town.

There are several good educational establishments in the town. Dale College is one of these, devoted to the higher education of boys. It has a chemical and physical laboratory and a large technical carpenter's shop connected with it. The Diocesan Grammar School is also distinctly a high class British school conducted according to the English public school system. Excellent educational work is also accomplished at the Convent of the Sacred Heart. There is a well stocked museum, the building for which cost about £3,000.

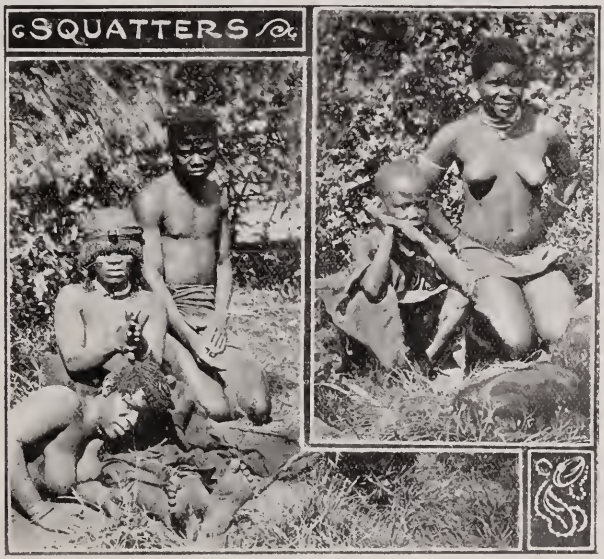
The daily supply of water is about 420,000 gallons conveyed by pipes from the Buffalo River, about nine miles distant and the local reservoir.



Markets and Public Buildings.

Every opportunity is given the athletic and sport-loving portion of the community to indulge their tastes. There are swimming baths, a recreation ground, a race course and agricultural show yards. The Botanical Gardens are well kept, and afford a charming retreat. Outside of the town are the old native locations and kraals almost exactly as they were in the early days of settlement. The chiefs and headmen and many of the ordinary natives are wealthy farmers.

The first thing that impresses the stranger is the primitive manner in which groups of Kaffirs of both sexes roam about, and squat here and there in the town and its environs. Most of the black people, however, who come in to the markets have farms and live stock, and although in their native nonchalance they may appear indifferent and indolent, they are not really so, and their faculties



are alert in all matters of business. They preserve most of their native customs and costumes. Besides daubing their bodies and sometimes their faces with yellow or red ochre, they completely change the colour of their blankets in the same way. Like children, the Kaffirs live in a world of their own. They have a musical world, for instance. There was music in the kraal, and we stepped up to see and to listen. It was a mixed little lot of Kaffirs and Hottentots almost entranced by a tall Kaffir drawing out and in an old concertina, and eliciting a mournful succession of sounds with the maximum of dreariness and the minimum of harmony, yet the effect was most exciting. They clapped their hands and smacked their lips with delight. Some made movements imitating the sound of the music, and they all broke forth into special outbursts of feeling in the shape of Kaffir applause. Then we took the instrument and gave them a sprightly imitation of the bagpipes. First a great silence reigned, the silence of delighted

astonishment. Then their applause broke out in shoutings and jumpings and encores to the echo. It has been said that Kaffirs are untalented. It is not true, for they love music passionately, and we venture to say herein is a sign of soul capable of greatness.

About nine miles from King there is a very successful trout hatchery. The fish are sent to various parts of the Province for supplying other streams for breeding purposes. There are many local industries, such as wool washing, carriage works, soap and candle making, tanning, steam saw and flour mills, sweets, jam, sugar boiling, and match making and aerated water factories. The place is regarded by the principal merchants, who have warehouses and stores at East London, less than three hours' distance by train, as the headquarters for the trade of Kaffraria and the Transkei. Vast quantities of wool, hides and skins from the neighbouring divisions come into King without abatement in quantity, and no time of Colonial depression has ever seriously affected the local trade. There are many large stores and wholesale shops and warehouses. In the market square a great deal of money is turned over every day between the Kaffirs and the whites. The early market is a most animated scene.

Postcart to Breakfast Vlei 40 miles, Mon. and Thur., 6·0 a.m., £1 5s., Return £2. Graham's Town *via* Breakfast Vlei, 84 miles, Mon. and Thur., 6 a.m., £2 10s. Peddie, 36 miles, Mon. and Thur. 6 a.m , £1, Return £1 10s.

Blaney Junction (alt. 1,775 feet.)—Station and junction of the branch line to King William's Town, 31 miles W.N.W. of East London, and 11 miles E.N.E. of King William's Town. P.O., and T.O.

Kei Road (alt. 2,330 feet.)—Station 25 miles N.E. of King William's Town, and 46 miles from East London. P.O., T.O., M.O.O.

			£	s.	d.		£	s	d.
Postcart Kei Road to Bashee ..	105 miles	Daily 6.30 a.m.	2	12	0	Return	4	0	0
,, ,, Brookes Nek ..	256 ,,	Daily 6.30 a.m.	6	6	0	,,	11	7	0
,, ,, Buda or Umtentu	117 ,,	Daily 6.30 a.m.	2	18	0	,,	5	5	0
,, ,, Butterworth ..	59 ,,	Daily 6.30 a.m.	1	10	0	,,	2	14	0
,, ,, Draaibosch ..	8 ,,	Daily 6 30 a.m.	0	7	6	,,		..	
,, ,, Ibeka.. ..	69 ,,	Daily 6.30 a.m.	1	13	0	,,	3	0	0
,, ,, Idutywa ..	83 ,,	Daily 6.30 a.m.	2	2	0	,,	3	16	0
,, ,, Impulusi ..	74 ,,	Daily 6.30 a.m.	1	16	0	,,	3	5	0
,, ,, Kei Bridge ..	35 ,,	Daily 6.30 a.m.	0	17	6	,,		..	
,, ,, Kokstad ..	245 ,,	Su. W. Fri. 6.30 a.m.	6	10	0	,,	11	14	0
,, ,, Mount Aylift ..	221 ,,	,, 6.30 a.m.	5	18	0	,,	10	13	0
,, ,, Mount Frere ..	192 ,,	,, 6.30 a.m.	5	0	0	,,	9	0	0
,, ,, Munyu ..	92 ,,	Daily 6.30 a.m.	2	6	0	,,	4	3	0
,, ,, Rode	225 ,,	Daily 6.30 a.m.	(Re-book at Umtata).						
,, ,, Springvale ..	129 ,,	Daily 6.30 a.m.	3	4	0	Return	5	16	0
,, ,, Tina	178 ,,	Su. W. Fri. 6.30 a.m.	4	14	0	,,	8	10	0
,, ,, Tsitsa.. ..	162 ,,	,, 6.30 a.m.	4	6	0	,,	7	15	0
,, ,, Tsolo.. ..	153 ,,	,, 6.30 a.m.	4	2	0	,,	7	8	0
,, ,, Toleni ..	47 ,,	Daily 6.30 a.m.	1	5	0	,,	2	5	0
,, ,, Umtata ..	141 ,,	Daily 6.30 a.m.	3	10	0	,,	6	6	0

Approximate Road Distances.—King William's Town to Komgha 40 miles N.E. Stutterheim 25 miles N. East London, 36 miles E.S.E. Peddie 33 miles S.W.

Some Typical Returns.—King William's Town.—Oathay, 2,336,817 bundles; mealies, 77,234 muids; Kaffir corn, 17,174 muids; tobacco, 60,164 lbs.; potatoes, 29,892 muids; wine, 14,475 galls.; wool, 899,981 lbs.; hides, 3,324; skins, 37,878; butter, 48,131 lbs.; cattle, 70,380; horses, mules, etc., 4,998; sheep, 222,086; goats, 185,365; poultry, 162,046; oranges, 1,019,524; apples, 2,119,301; other fruits, 2,028,293.

PEDDIE.—The Fiscal Division contains 657 square miles, and the census division a population of 1,379 white and 18,360 coloured. The principal products are wool, ostrich feathers, mealies, Kaffir corn, tobacco, butter, sheep, horned cattle. The annual average rainfall is 24·30 inches, and the wettest month, November.

Fingoland, in the Peddie Division, is the portion of the Transkei at present possessed by the Fingoes after having been driven from their own country by the Zulus many years ago. They are also located at Fort Beaufort, Victoria East and King William's Town. They are thoroughly loyal; great numbers of them are very wealthy, and are becoming highly civilized. The Fingoes have paid hut-tax from 1875, and their appreciation of the provisions of the Glen Grey Act is shown by the numerous schools they have built and supported, and by the making of bridges and roads. So beneficial has been the application of the Act to their circumstances that the object lesson is almost certain to cause other tribes to ask for its extension to their communities. *(See Glen Grey Act, p. 206.)*

Peddie. Lat. S. 33 deg., 13 min., long. E. 27 deg., 7 min., height 500 feet. Town situated on the Goosha River, 33 miles S.S.W. of King William's Town, which is 42 miles from East London. Civil Commissioner and Resident Magistracy. P.O., T.O., and M.O.O. Hotels and churches. Population: White, 270; coloured, 203.

Postcarts to Breakfast Vlei, 16 miles N.W. of Peddie, 3 hours; Graham's Town, 80 miles, £1 15s.; King William's Town, 36 miles, £1, Return £1 10.

Some Typical Returns.—Peddie.—Oathay, 696,101 bundles; mealies, 11,500 muids; Pumpkins, 34,100; Tobacco, 26,600 lbs.; Wool, 83,000 lbs.; Butter, 18,500 lbs.; Cattle, 30,000; Goats, 73,000.

STUTTERHEIM.—The Fiscal Division contains 629 square miles, and the census division a population of 2,207 white, and 10,074 coloured. The principal products are wool, mealies, oathay, butter, sheep, horned cattle. The average rainfall is 29·29 inches and the wettest month, November.

Stutterheim, Lat. S. 32 deg., 34 min., long. E. 27 deg, 27 min., height 2,945 feet. Village 3 miles N.W. of Kubusie Station which is 39 miles from East London. Population: White 657, coloured 563. Civil Commissioner and Resident Magistracy. P.O., T.O., and M.O.O.

A prosperous little place upon which nature has lavished her favours. Plenty of water from rivers and rivulets, forests of valuable timber, in mature condition and in embryo, tended by skilful Government foresters, are seen on the surrounding hills and slopes. Sheep farming is the principal industry. The tourist should break his journey at Kubusie and sojourning at Stutterheim at the foot of the Amatola Mountains, he may play golf on excellent links, shoot for game as wild as uncurbed nature makes them, take pictures with brush or camera, as good as any he has in his wallet, and in his devotional moments vary his petitions in any church of the Anglican, Dutch, Roman Catholic, Lutheran and Wesleyan denominations.

Postcart to Kubusie, 4½ miles, daily except Sundays, 2s. 6d.

Kubusie (Alt. 2,400 feet).—Station P.O. and T.O., 59 miles from East London

Postcart to Stutterheim, daily except Sunday, 7.0 a.m and 6.0 p.m., 2s. 6d.

Approximate Road Distances.—Stutterheim to Cathcart, 28 miles W.; King William's Town, 25 miles S.; Komgha, 30 miles E.; Alice, 45 miles.

Some Typical Returns.—Stutterheim.—Oathay, 813,124 bundles; mealies, 13,430 muids; wool, 1,172,919 lbs.; skins, 17,571; butter, 43,993 lbs.; cattle, 19,206; sheep, 229,683; goats, 12,887.

EAST LONDON.—The Fiscal Division contains 682 square miles, and the census division a population of 19,793 white and 29,928 coloured. The principal products are mealies, oathay, butter, fruits, horned cattle, goats. The annual average rainfall is 34·39 inches and the wettest month, November.

East London, lat. S. 32 deg., 2 min., long. E. 27 deg., 55 min., height 20 feet. 559 miles from Cape Town, by sea. Population: White 14,674, coloured 10,546. Civil Commissioner and Resident Magistracy. P.O., T.O., and M.O.O.

One hundred years ago East London had not begun its career. The country side was in the possession of fighting tribes of Bantus. Then came the early days of settlement when the white man had to fight the black, not only for fields and pastures, but for life itself. Fort Murray, Fort Jackson and many others were also military posts. The flourishing little town of Alice-cum-Lovedale, which we have lately visited, was then known as Fort Hare, and Peddie was Fort Peddie; even Fort Beaufort was also a fighting camp. All amidst the dreadful hurly-burly and perils, devoted missionaries dared all dangers to win over their savage neighbours to the arts of peace. When once the handful of whites got fixed to the soil, very soon by combination and organization their strength grew and their borders expanded, but for many years, progress was arduous and slow. The war of the Axe in 1846 made history for the country, and the Buffalo River became the landing place for military stores and troops. This was the beginning of East London. Four years afterwards the Kaffirs and Hottentots broke out afresh. The Kat River

Hottentots attacked Fort Beaufort and Whittlesea repeatedly in overwhelming numbers, but nothing could prevail against British valour, although the honour of the flag was held in the hands of but a few heroes. When the fighting ceased, the farmers who had helped were given grants of land from which several townships have since sprung.

It is recorded in history that one of those coloured pests, a witch doctor, who had extraordinary influence with the natives, declared that if they would destroy all their cattle and fields, the old fighters of the tribes would return again to earth with great herds of cattle, and that such plentiful harvests would be reaped that the granaries would be filled, youth and vigour would be restored to the old people, and all the tribes in combination would rise and drive the white men into the sea. The ignorant natives followed this advice, and thousands of cattle and immense quantities of precious grain were destroyed up to the

18th of February, 1857, the date when, according to the prophecy of the witch-doctor, the miracle that he foretold would occur. It is not recorded whether they punished him with their hatchets, but there is no doubt that thus unwittingly he did much for the restoration of peace.

Starvation set in, and the whites had to open soup kitchens and other sources of relief for the misguided natives, 50,000 of whom died of starvation.

For twenty years after, peace reigned in the land.

Just about this time great numbers of Germans settled in the valleys of the Buffalo and Izeli, whose children and grandchildren are now at the heads of and connected with many of the leading businesses of East London, King William's Town and other districts. Up to 1865, Kaffraria was a Crown Colony, but in that year became incorporated with Cape Colony. In 1877, there

was trouble with the Gaikas. This lasted but a few months, when ultimately the chief was killed, his Hottentot colleague disappeared, and the tribe was dispersed.

East London became connected by railway with Aliwal North in 1885. In the rapid course of events up to the recent Boer war, East London appeared to be approaching its hey-day, the gold industry of the Rand having caused enormous traffic to enter the port for transit along the railway into the interior.

The Border, as the country lying between East London and Aliwal North on the border of Kaffraria is called, is as progressive as any other part of South Africa; the soil is found to be good wherever it has been tested, and as there is plenty of water and grass, the flocks and herds do well. The greater part of the wool of the Colony is shipped from East London. Cattle ranching is the favourite and most profitable industry.

In many parts of the district, fruit growing is very successful, citrus and deciduous sorts doing well, all being absorbed in the local markets and by export.

In 1872, harbour works were begun and have been completed.

In 1875, only 189 ships entered the Port, the total tonnage of which amounted to 105,233 tons. The value of the imports for the same year amounted to £552,033, and the exports to £131,803, while the Customs duties collected amounted to £84,754. In 1904 the ships numbered 526, with a tonnage of 2,250,735, the value of the imports £4,688,415, and of the exports £1,165,938, while the Customs duties collected amounted to £505,557.

Ships of 6,000 tons can enter the harbour, which is sheltered from all winds.

The advent of the German settlers was a great day in the affairs of East London. They were the makers of the town on the left bank of the Buffalo, and have been more or less connected with all the progressive movements ever since.

River Ferry

Opposite to the town of East London, on the left bank of the Buffalo River, and connected with it by ferries, is the township of Panmure, where there are grouped together many stores and houses. During the last few years no lack of money has been forthcoming for improvements.

We arrived at East London late at night, and we were up before the proverbial lark to visit the early market. About 6.30 a.m. we discovered the pulse of Kaffrarian trade beating strong. A great motley crowd, looking as though they had never been abed, numerous great teams of oxen munching the cud and blinking lazily in the rising sunshine with great waggons about, laden and unladen, all sorts and conditions of men selling all sorts of farm produce,

Oxford Street.

buyers keen—sellers complacent. The selling was practically over by 8 a.m., and the exodus to kraals and homesteads began. As the oxen and waggons leave the town, it is interesting to notice the peculiar method of driving. The laziest ox in the span is often dubbed with the name of some pet aversion of the driver and gets most of the thrashings. Oxen are easily driven, and require only two different calls to perform the important functions of stopping and starting. A prolonged Kaffir call word, the voice being raised to its highest pitch about the middle of the word, accompanied by a volley of pebbles thrown in the faces of the leaders, brings them to a standstill; quick, loud clucks and yaps, with the crack of an enormous whip, send them on again, always at the same lazy walk; fire at their backs would not make them run—they would probably lie down in the yoke instead, but set them free, and they would do wonders in flight.

Among the sights of East London is the Amalinda reservoir, carrying about 97 million gallons of water. Owing to an occasional shortage, a permanent supply has been secured from the Wolf and Gulu rivers at an initial cost of £281,000, to catch 1,500,000 gallons per day of twenty-four hours.

Thousands of holiday-makers annually come from the country with their tents and pitch them in social fashion fairly close together. The sight is exceedingly pretty. To the left of the beach, all along the veld on the shore, dotted here and there, are crowds of men, women and children—on the sands, in the wavelets, among the green hillocks and bushes and in boats. If a tourist should take the upper portion of the Buffalo River, navigable for five miles and more, he would be easily able to imagine himself on the Thames at Richmond, or far away up the Tyne, amid its denes and its hollows.

Virtue is no less meritorious because it is necessary. We were led to make this remark in connection with the park, the point being that although well tended, its natural beauty and situation on the steep sides of hilly country give flower beds and ornamental coppices a difficult task in looking nice and cultivated. Some parts of this beautiful park are situated literally on the side of a declivity clothed with herbage and bushes of natural grace and beauty. It is a distinct gain, we think, to be able to have a park without the need to bestow upon it the work of high cultivation usually lavished on other ornamental grounds.

The Mouth of the Buffalo River.

The mouth of the Buffalo is the local Henley on which the three boating clubs of East London arrange the annual regatta. The event of the regatta is the Grand Challenge Cup, worth 150 guineas, provided by the merchants and others of the Port.

The fishing industry is worthy of notice. Six or seven steam trawlers and a dozen sailing boats employ between 200 and 300 Europeans and many natives. The monthly wages' bill amounts to over £4,000. The railway and harbour expenses are about £1,000 monthly, and coal, repairs and other

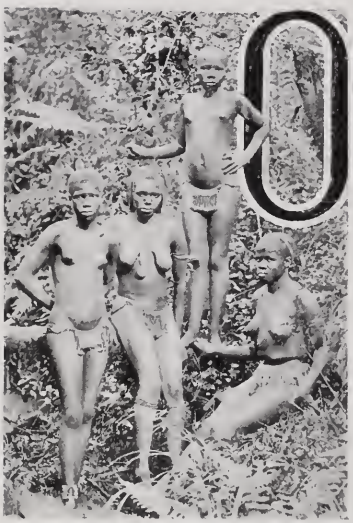
working items probably amount to £750 per month. Most of the fish is sent up-country, principally to the Rand.

Near the railway station there are many large public buildings, notably the Town Hall, with its great clock tower—a handsome building, costing £41,000. There are several first-class public schools for boys and girls. The hospitals are well supported, and are situated amid the most healthy and cheerful surroundings.

The visitor will find beautiful suburbs within a short distance of the town reached by tramcars running in and out of the city in all directions. Belgravia is the prettiest, and well deserves its distinctive name, derived from the grace and elegance of its residences. If its present rate of growth continues, it will soon be part of Cambridge, a popular suburb, four miles out by train, where many of the leading business people reside. There are at Cambridge some extensive nurseries and gardens that are usually open to visitors. Arcadia is another prettily laid out suburb near the recreation ground. The most popular resorts for excursionists are Bat's Cove, Nahoon River, Orange Grove, Mooi Plaats and the Horse Shoe. Everywhere among these places we find fresh, green scenery—no lack of mimosa trees. Wherever there are farms they are prosperous and hospitable. Some of the hilly country in the immediate neighbourhood provides a noble back-ground and outlook 3,000 to 4,400 feet above the sea.

Eighth Tour.

East London, Butterworth, Queenstown, Kaffraria.



OUR eighth journey will enable us to obtain some glimpses of Kaffraria, and while keeping as near to the railway line as practicable for ordinary touring purposes, it will not be difficult to take short cart trips to some of the most important places in the native territories. The train journey from East London to Amabele Junction is accomplished in three hours. There we change and take the train to Butterworth, the terminus of the new line into Kaffraria.

KOMGHA.—The Fiscal Division contains 546 square miles, and the census division a population of 1,642 white, and 13,066 coloured. The principal products are wool, mealies, butter, sheep, horned cattle. The annual average rainfall is 27·74 inches, and the wettest month, November.

Komgha, village and railway station, 45 miles N. of East London and 25 miles E.N.E. of Kei Road, which is 46 miles from East London. Population: White 350, coloured 335. Civil Comissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and churches.

Postcarts to: Buwa or Umtentu, 92 miles, daily 11.30 a.m., £2 5s. 6d.; Brooks Neck, 231 miles, daily 11.30, £5 13s. 6d.; Gungululu, 132 miles, Sun, Wed. and Fri., 11.30, £3 3s. 6d.; Draaibosch 9 miles, W. of Komgha, 1 hour; Ibeka 44 miles, daily 11.30, £1 0s. 6d., Return £1 17s.; Idutywa 58 miles, daily 11.30 a.m., £1 9s. 6d, Return £2 14s. 6d.; Impulusi 49 miles, daily 11.30, £1 3s. 6d., Return £2 5s.; Kei Bridge 10 miles, daily 11.30., 5s., Return 10s. (For Postcarts to and from Komgha see Kei Road Station King William's Town.) Postcarts to Kokstad 220 miles, Sun, Wed. and Fri., 11.30, £5 17s. 6d.; Mount Ayliff 196 miles, Sun., Wed. and Fri., 11.30 am., £5 5s. 6d.; Mount Frere 167 miles, Sun., Wed. and Fri., 11.30, £4 7s. 6d.; Mungu 67 miles, daily 11.30, £1 13s 6d., Return £3 1s.; Qumbu 146 miles, Sun., Wed. and Fri., 11.30 £3 17s.; Rode 200 miles, daily 11.30 No fixed fare. Rebook at Umtata. Springvale 104 miles, daily 11.30 £2 11s. 6d., Return £4 14s.; Tina 153 miles, Sun., Wed. and Fri., 11.30 a.m., £4 1s. 6d.; Toleni 22 miles, daily 11.30 a.m., 12s. 6d., Return £1 5s.; Tsitsa 137 miles, Sun, Wed. and Fri., 11.30 a.m, £3 13s. 6d.; Tsolo 128 miles, Sun., Wed. and Fri., 11.30 a.m., £3 9s. 6d.; Umtata 116 miles, daily 11.30 £2 17s. 6d., Return £5 5s.; Bashee 80 miles, daily 11.30 £1 19s. 6d., Return £3 12s.; Butterworth 34 miles, daily 11.30 a.m., 17s. 6d., Return £1 15s.

Approximate Road Distances. — Komgha to King William's Town 40 miles S.W.; Esat London 45 miles S.; Stutterheim 30 miles W.

Some Typical Returns.—Komgha.—Oathay, 350,615 bundles; mealies, 20,467 muids; tobacco, 12,056 lbs.; wool, 165,416 lbs.; butter, 21,184 lbs.; cattle, 23,266; sheep, 34,963; goats, 21,191.

Kaffraria is aboriginal Cape Colony, redeemed from barbarism. Seventeen thousand square miles of the best land in South Africa is here occupied by 817,867 Africans of colour, and some 16,777 whites. It lies between the Great Kei River and Natal, and the Drakensberg Mountains and the sea. In length it reaches 230 miles, and in breadth 120 miles.

A great mountain range, attaining at its highest point 9,657 feet, traverses many miles of country, and from its high slopes magnificent grass lands and forests stretch out for a hundred miles and more to the fringe of the Indian Ocean, while many of its summits are crowned with wonderful, weird and fantastic crags and spires. Mountain rivers and rivulets water the lands. In the Drakensberg gorges and adjacent mountain spurs are forests of excellent timber. They are also rich in luxuriant grasses, and almost

DRAKENSBERG SPIRES

every kind of fruit tree and orchard product. Kaffraria is also the happy hunting ground of the prospector, who may find copper, gold, silver, lead and coal for his pains. Nobody hurries about anything in Kaffraria, and least of all the stock raiser, whose cattle, horses, sheep and pigs multiply abundantly, and earn good profits. Fingos, Basutos, Griquas, Zulus, Hottentots and Bushmen live in peaceful neighbourliness with the white settlers and each other. In the country districts, missionaries, traders and officials are almost the only white people, although they are more numerous in the towns. The natives, however, greatly preponderate everywhere.

Kaffirland is a beauteous and romantic country. The human form divine in native nakedness or primitive loin garb discloses many a youthful Venus and

Adonis, who would make the fame of any sculptor who might secure them as models. Children of nature, happy in their simplicity as long as they are free from the vices of modern civilization inhabit a beautiful country where there is plenty to see and learn of intense interest to all travellers.

Native labourers are obtained here for the mines, and recruiting is constantly going on.

The Provisions of the Glen Grey Act in a modified form apply to many of the principal districts under which District Councils, corresponding very much to the Divisional Councils and Village Management Boards of the Colony, have been established for about ten years. The Councils are much appreciated by the natives, and a seat is considered a great honour.

Each Council consists of six members, four nominated by the head-men of the district and two by the Governor.

There is also a Transkei General Council, to which each District Council sends representatives.

The primary object is the raising of money by rates for the following purposes (*inter alia*) :—

The construction of roads, dams and bridges, the planting of trees, the eradication of noxious plants and scab, the establishment of schools, tolls and pounds, the construction of water-works, and the suppression of contagious diseases.

There is also a labour bureau that supervises and regulates the engagement and despatch of natives for employment. A labour tax is payable by every capable native who does not work at least three months per annum.

The Act also invests the Councils with certain powers regulating (*inter alia*) locations and commonages fencing, huts and kraals, beer drinking and native dancing, trespassing, wood-cutting, and public outspans.

The penalties for breaches of the regulations are not unduly severe, and yet are effective.

Butterworth. Many a tourist has regretfully foregone a trip to Butterworth when it had to be made by a postcart. The Amabele loop Umtata Railway, which was recently opened has met the long expressed desire of the local people.

By the energy displayed in developing the immense natural resources of the district, it is probable that Butterworth will yet be one of the leading cities in the Empire. It is a beauteous highland country, and no one should miss it who wishes to really know native Africa. From the nature of the country side it is easy to imagine one's self in Ireland or Scotland instead of in the back-country of the Transkei.

Commodious stores, good shops and well-kept hotels carry with their doings the impress of good times, and the substantially made public buildings and institutions show the faith of the residents in the future prosperity and permanence of the district.

In the district of Butterworth 500 white people are in close industrial association with 17,000 natives. European farmers are making their good influence

felt, giving object lessons to the natives in farm cultivation and stock raising, causing them to forsake their primitive methods and emulate their white neighbours. In this way wonders have been wrought throughout the territory, not only on the farms and holdings of the white men, but of the natives also. Good fences demarcate the different holdings, so that one of the first principles in a well ordered country, namely, the ability to distinguish between one's own wandering live stock and that of another's, has been made easy. Systematic up-to-date methods of cultivation enable arable and pastoral land which a few years ago was deemed almost worthless, to be converted into highly productive farms.

The natural beauties of the country are displayed on the mountain sides,

in the kloofs and valleys, and on the high lands and plateaux throughout the journey from Amabele Junction, and its fertility by the flourishing Government plantations and nurseries which are referred to in another page.

If the journey were taken through the native territories in a cart or waggon, an album of views could soon be filled by an artistic photographer. Articles of local aboriginal interest, such as toys and curiosities made by the natives are to be obtained at very little cost.

Some Typical Returns.—Butterworth. -- Oathay, 81,549 bundles; mealies, 7 808 muids; tobacco, 30,909 lbs.; wool, 266,186 lbs.; skins, 15,720; cattle, 16,157; horses, mules, etc. 1,266; sheep. 73,016; goats, 28,886.

Returning, the tourist resumes his journey by train on the main line from Amabele Junction *en route* for Queenstown.

CATHCART.—The Fiscal Division contains 995 square miles, and the census division a population of 2,628 white, and 8,840 coloured. The principal products are wool, mohair, oats, oathay, butter, cheese, potatoes, horned cattle, sheep. The annual average rainfall is 24·12 inches, and the wettest month, November.

Cathcart. Lat. S. 32 deg. 18 min., long. E. 27 deg. 9 min., height 3,900 feet. Town and station situated near the Windvogel Mountains, 109 miles N.W. of East London. Population: White 781, coloured 933. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O.

Cathcart. Cathcart is a town out of which much may be expected in the near future in the shape of fruit growing and preserving industries. Stock farming is carried on with a fair amount of success and Angora goats and merino sheep breeding have done well for the farmers.

The wheat crops of the district are often very heavy and a local company has erected a very complete flour mill close to the town.

The pasturage is exceedingly good, the soil being of a suitable nature for succulent indigenous grasses upon which the native stock thrive and harden.

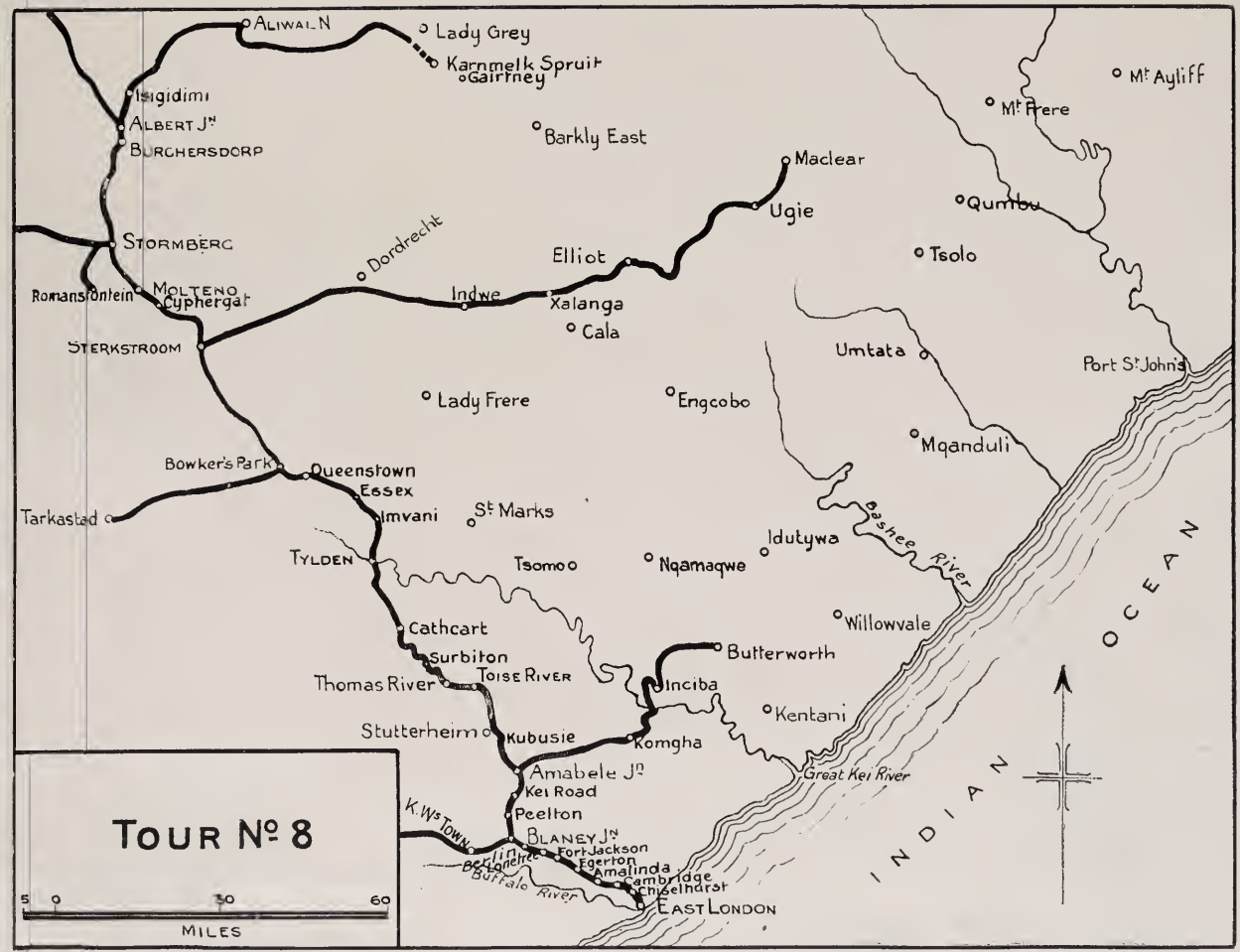
The excellent orchards of Messrs. Preston Brothers are at Waku in this district—a fine example of results arising from intelligent diligent cultivation. It was here and at other well-known places that the sagacious efforts of the Agricultural Department, in the encouragement of orchard keeping, were strikingly seen. Messrs. Preston offered their testimony to the useful work in this connection performed by the Government fruit expert, and it came within our ken that in many other parts of the Colony successful orchards that earn the praise of all visitors owe their origin to the persistent efforts of that expert.

Toise River Woolwashing Works

Toise River. Railway Station, P.O., T.O. and M.O.O., 78 miles north-west of East London, and 31 miles S.S.E. of Cathcart. A picturesque spot where large quantities of wool are washed and scoured at the neighbouring works.

Approximate Road Distances.—Cathcart to Queenstown 37 miles N.W.; Stutterheim 28 miles.

Some Typical Returns—Cathcart.—Oats, 11,205 muids; oathay, 1,616,182 bundles; potatoes, 76,307 muids; mealies, 10,807 muids; tobacco, 59,412 lbs.; wool, 1,481,636 lbs.; mohair, 73,135 lbs.; skins, 17,328; butter, 214,080 lbs.; cattle, 31,143; horses, mules, etc., 1,984; sheep, 268,308; goats, 19,120.


Aliwal N
Lady Grey
Karnmelk Spruit
Gairfney
Isigidimi
Albert Jn
Burghersdorp
Barkly East
Maclear
Ugie
Mt Ayliff
Mt Frere
Qumbu
Tsolo
Stormberg
Dordrecht
Elliot
Romansfontein
Molteno
Cyphergat
Indwe
Xalanga
Cala
Sterkstroom
Umtata
Port St Johns
Lady Frere
Engcobo
Mqanduli
Bowker's Park
Queenstown
Essex
Tarkastad
Imvani
St Marks
Idutywa
Bashee River
Tylden
Tsomo
Nqamaqwe
Willowvale
Cathcart
Surbiton
Butterworth
Thomas River
Toise River
Inciba
Kentani
Stutterheim
Kubusie
Komgha
Amabele Jn
Kei Road
Great Kei River
Peelton
K. Wms Town
Blaney Jn
Fort Jackson
Egerton
Berlin
Bonelhe
Amalinda
Cambridge
Chiselhurst
Buffalo River
East London
INDIAN OCEAN
TOUR Nº 8
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MILES

QUEENSTOWN.—The Fiscal Division contains 1,749 square miles, and the census division a population of 8,685 whites and 27,443 coloured. The principal products are wool, mohair, lucerne, mealies, oathay, tobacco, butter, fruits, sheep, goats, horned cattle, coal. The annual average rainfall is 19·31 inches, and the wettest month, January.

Queenstown. Lat. S. 35 deg. 54 min., long. E. 26 deg. 52 min., height 3,500 feet. Town and station on C G.R., 154 miles from East London. Population: White, 4,157; Coloured, 5,459. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O.

A climb up Bowker's Kop one day resulted in a view of Queenstown from the top of the kop. It will be observed that the town lies on a plain, surrounded by the Stormbergen, Winterbergen and Katberg mountains. Six miles from Queenstown the Hangklip Mountain rears its craggy head 6,800 feet high, a landmark for many miles around.

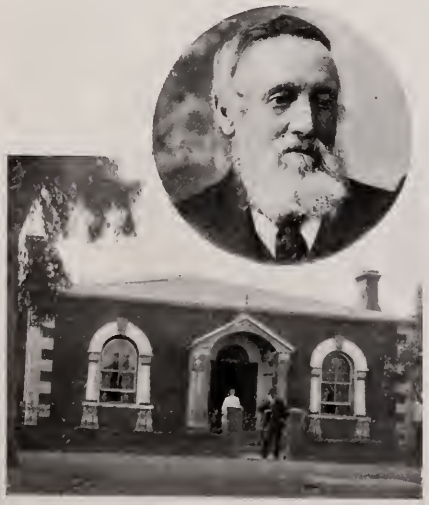
The gum and mimosa are the principal trees of the valleys and jungles, and the aloes and native flowers give a wild appearance to the general herbage of the country.

In the immediate vicinity of Queenstown something like thirty thousand acres of hay, wheat and pastoral land are under cultivation. The atmosphere in winter is sharp and bracing, and occasional falls of snow occur.

The town is situated on the Kumani River, a tributary of the Klaas Smit River, and is bordered by extensive native locations, an extensive trade being done with the natives who attend the early morning and other markets in great numbers. There is a main trade route across St. Martin's Bridge through Qamata Poort to Cofimvaba, and right on thence to Tsomo and Engcobo in Kaffraria.

The surrounding pastoral country is usually covered with good grazing grass, and the edible bush, the native spekboom, is frequently met with in the kloofs.

The town is very well arranged, and, including the town hall and library, there are many very fine buildings, shops and warehouses.



Queenstown is proud of its oldest inhabitant, Mr. Crouch, for he represents old times and old heroes. From his lips we heard some of the incidents in which he personally figured in the early struggling days of the district. With wonderful clearness he marked on a sheet of paper an illustration of the defences of Queenstown over fifty years ago. The blacks were behaving with great ferocity, and were closely pressing in overwhelming numbers. The whites fortified the little town as well as possible by constructing its streets in the form of a hexagon, so that each street terminated in the centre or square of the town, and could be easily barricaded and defended at each point of entrance or egress. Thus to-day the

Queenstown, from Bowker's Kop.

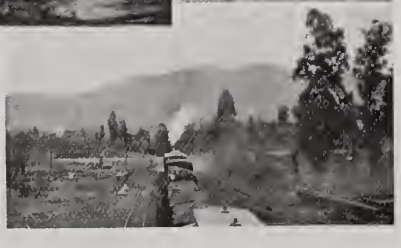
old square stands, and is used as a general market into which great numbers of peaceable Kaffir traders with their wives and picanninies, cattle and produce appear nearly every morning of the week for supplies paid for in cash or in kind.

How different it all was in the war days. In the centre of the square was erected a fort, protected by huge piles of sand-bags and called Sand-bag Fort.

When Mr. Crouch came to Queenstown fifty-six years ago, no money was in circulation, everything was done by barter and exchange. The Hottentots once captured and unloaded his waggon, and put their own stuff on it. They then sent it to his station, and because he would not buy it they gave him a sjambokking.

During this war the Government allotted each settler 500 acres of land, so that he would have a substantial interest in repelling the natives, and become a permanent settler afterwards.

There are beautiful botanical gardens and well kept recreation grounds. The sports, football and cricket ground, wherein the periodical agricultural shows are held, is an excellently selected site for such purposes. It has a good bicycle track. **Flowers Halt**, near by Queenstown, is a favourite pleasure resort, and a pleasant drive from Queenstown.



There are two good social clubs.

For many years the old reservoir of the town, that was opened in 1883, was amply sufficient for the needs of the place, but signs of progress are

shown by the fact that although it still performs its functions to the very brim, water is often scarce. The construction and opening of this reservoir was a notable affair in the Colony. It cost £10,000, and holds 100,000,000 gallons.

A great work is being accomplished that will probably effect a commercial revolution in the Queenstown district. A vast basin-like area, about eight miles from Queenstown, is traversed by a perpetual stream that, gathering the drainage water from the surrounding mountainous and hilly catchment area, runs through the Bongola Kloof, which forms a natural opening in the barrier wall of the basin. This kloof is being closed up by a strong concrete embankment, thus damming back and imprisoning the water till a great reservoir is completed. This wall or dam is in the centre of the picture overlooked by the distant kopje. The reservoir will be 85 feet high, and hold 1,500,000,000 gallons. The catchment area is completely surrounded by mountains. The cost is borne by the town, and amounts to £90,000, inclusive of the purchase of the land. The interest and sinking fund are raised by increasing the water rates. The water will be brought through three-quarter-inch pipes. For domestic purposes alone, the

Bed of Bongolo Reservoir.

charge for the water is £3 per annum. The Municipality intend to sell about 600 acres of land within the water area, as ordinary erven, which will greatly increase the revenue. The above illustration shows the inside and bed of the new reservoir, with the kloof which is being embanked, in the centre.

Like most of the towns bordering on the native territories, Queenstown street scenes as they are traversed and frequented by the natives are often amusing. In moving from place to place the Kaffir often carries in his hands all his belongings, aided, of course, by his "missis." For instance, there passes a stalwart form of a Kaffir swinging along at a rapid pace and carrying the inevitable bundle, a blanket slung on a stick, over his shoulder, and a few paces behind follows his wife laden with the household effects, a tin pail in one hand, a bundle in the other, and on her head a box out of the top of which appear, in the instance referred to, the heads of a pair of ducks who by repeated quacks protest vehemently against this novel conveyance.

Postcarts to Lady Frere 33 miles N.E. of Queenstown, 6 hours, Tues. Thur, and Sat., 9 a.m., £1, Return £1 10s.; Cala, 61 miles N.E. of Queenstown, 14 hours; Whittlesea, 21 miles S. of Queenstown, 4 hours, daily ex. Sun. 11.10 a.m., 10s., Return £1.

Approximate Road Distances.—Queenstown to Sterkstroom, 35 miles N W.; Burghersdorp *via* Sterkstroom and Molteno, 79 miles, N.N.W.; Dordrecht, 41 miles, N.N.E.; St. Mark's, 38 miles, E.S.E.; Jamestown, 62 miles, N ; Tarkastad, 37 miles, W.S.W.; Cradock *via* Tarkastad, 81 miles, W.S.W.; Fort Beaufort, 80 miles, S.; Cathcart, 37 miles, S.E.

Tylden (altitude 2,887 feet), Village, P.O., T.O., M.O.O. and Station on Cape Government Railways, 26 miles S.S.E. of Queenstown, and 128 miles from East London.

Whittlesea. Small village, 23 miles S. of Queenstown. Periodical Court. P.O., T.O and M.O.O., hotel and churches.

Bowker's Park. Station, P.O. and T.O. on Cape Government Railways, eight miles N. of Queenstown and 162 miles from East London. The junction of the branch line to Tarkastad with the Eastern System, Cape Government Railways.

Imvani. Small village, P.O., T.O., M.O.O. and Station on Cape Government Railways, 17 miles S. of Queenstown and 137 miles from East London. Hotel and churches.

Postcart Imvani to Bolotwa Mission Station, 9 miles E.N.E. of Imvani, 2½ hours, Tues. Thurs. and Sat., 8 a.m., 7s. 6d.; St. Mark's Mission Station, 19 miles E., 4½ hours, Tues Thurs. and Sat. 8 a.m., 12s. 6d.; Tsomo, 50 miles E.S.E., 11 hours, Tues. Thur. and Sat., 8 a.m., £1 10s.; Cofimvaba, 36 miles, Tues. Thur. and Sat. 8 a.m., £1; Engcobo, 71 miles, Sat. and Wed. 8 a.m. Passengers re-book Tsomo.

Sterkstroom (altitude, 4,427 feet), Village, Station and junction on Cape Government Railways, 189 miles from East London. The junction of the branch line to Maclear with the Eastern System, Cape Government Railways. Assistant Resident Magistracy, P.O., T.O. and M.O.O. Population: White 934, coloured 803.

Some Typical Returns.—Queenstown.—Oathay, 1,601.472 bundles; potatoes, 20,095 muids; mealies, 10,985 muids; tobacco, 111.948 lbs.; lucerne, 268,067 bundles; dried fruit, 6,686 lbs.; wool, 2,297,655 lbs.; mohair, 176 097 lbs.; skins, 42,060; butter, 306,329 lbs.; cattle, 50,708; horses, mules, etc., 3,908; sheep, 438,223; goats, 91,254.

TARKA.—The Fiscal Division contains 1,427 square miles, and the census division a population of 3,350 white, and 6,051 coloured. The principal products are wool, mohair, oathay, lucerne, butter, horned cattle, sheep, goats. The annual average rainfall is 18·23 inches, and the wettest month, January.

Tarkastad. Latitude S. 32 deg. 0 min., longitude E. 26 deg. 15 mins. Height, 4,300 feet. Town and Station, 40 miles W. of Queenstown and 194 miles from East London. Population: White 1,053, coloured 1,217. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O.

Inasmuch as Tarkastad possesses an Anglican Church, a Dutch Reformed Church, which cost £12,000, a United Presbyterian Church and several native chapels, a Freemasons' Hall a Good Templars' Lodge, a Town Hall, a Public Library, a Social Club, and three hotels, we can easily believe that all is well with Tarkastad. It is a town of wide streets and footpaths and, Worcester fashion, the water from reservoirs and permanent springs flows through the streets on a two-fold irrigating and domestic mission. Well kept, ornamental and useful gardens are everywhere the delight and care of the inhabitants. The climate is excellent for workers in-doors and afield. Invalids, especially those with weak chests, find the place and the air restful and restorative.

Postcarts to Cradock 40 miles W.S.W. of Tarkastad, *via* Dwingfontein and Klip Kraal, 9 hours. Spring Valley 20 miles S., 5 hours.

Approximate Road Distances.—Tarkastad to Queenstown 40 miles E.; Molteno 48 miles N.; Burghersdorp *via* Molteno 79 miles N.; Sterkstroom 43 miles N.N.E.; Bedford 72 miles S.S.W.; Fort Beaufort 72 miles S.S.E.

Some Typical Returns.—Tarka.—Oathay, 371,730 bundles; lucerne, 109,900 bundles; wool, 1,431,329 lbs.; mohair, 245,250 lbs.; skins, 23,373; butter, 94,367 lbs.; cattle, 22,059; horses, mules, etc., 2,033; sheep, 284,398; goats, 99,028; ostriches, 1,673.

WODEHOUSE. The Fiscal Division contains 1,635 square miles, and the census division a population of 7,024 white, and 14,654 coloured. The principal products are wool mohair, oathay, butter, potatoes, sheep, goats, horned cattle, coal. The annual average rainfall is 28·8 inches, and the wettest month, March.

Dordrecht, Lat. S. 3 deg. 22 min., ong. E. 27 deg. 2 min., height 5,500. Town 2½ miles N. of Dordrecht Station, C G R. which is 231 miles from East London. Population : White 828, coloured 1,224. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O.

Dordrecht is the chief town of the Wodehouse Division, two and a half miles from the railway station. It is in the coal mining district, a busy little place. There are many historic and prehistoric landmarks. Especially noteworthy are some curious Bushmen's caves with well preserved paintings.

The town is often visited by holiday-makers. It is also resorted to by invalids who derive great benefit from the bracing temperature of the cold dry winters. At an elevation of 5,500 feet above the sea disease germs must have a rather bad time at Dordrecht if, as the medical faculty assert, good fresh air is fatal to them.

Snow drifts are not rare in winter. Here is one that snowed the train up recently.

There is a pretty little kloof adjoining the town which has been arranged and reserved specially for the use of the public. It is planted with shady trees, and seats are placed in various directions, where lazy-bones or sufferers from tired feelings are often to be found immersed in Marie Corelli, Rudyard Kipling or Dickens, in these lonely nooks of Dordrecht Kloof Park, or kindly comforting other similar sufferers by encircling manly arms and whisperings of sweet nothings into coy but attentive ears.

Postcarts to Dordrecht Station, 35 miles, Barkly East, 70 miles N.E of Dordrecht 14 hours, Jamestown, 27 miles N.W. of Dordrecht. 5 hours.

Indwe, Coal Mining Village and Railway Station 25 miles E.S.E. of Dordrecht Station and 256 miles from East London. Population: White 847, coloured 1,761. Like every other place where competition enters into affairs, Indwe has felt the strain caused by the finding of good coal in adjacent districts. Still it is a prosperous little town.

Indwe.

Postcarts to Cala, 25 miles E.S.E. of Indwe, 5 hours, Mon., Thu., 6 a.m. and 10.30 p.m., Wed., Fri., Sat., 6 a.m., £1, Return £2; Maclear, 85 miles E.N.E. of Indwe *via* Bonawe, Elliott, Xuka and Ugie, 23 hours; Mount Fletcher, 115 miles N.E. of Indwe *via* Upper Tsitza and Katkop, 30 hours; Matatiele 148 miles, N.E. of Indwe *via* Fair View and Kenegha Drift, 42 hours; Kokstad, 195 miles E.N.E. of Indwe *via* Cedarville and Strydfontein, 52 hours; Bazeya, 81 miles, Mon., 10.30 p.m., Thurs., 10.0 p.m., £2 10s.; Umtata, 105 miles, Mon. and Thu., 6.0 a.m., 10.30 p.m., Wed. and Sat., 6.0 p.m., £3; Tabase, 94 miles, Mon., 10.30 p.m., Thu., 10 0 p.m., £2 15s.; Engcobo, 56 miles, Mon. and Thu., 6.0 a.m. and 10 30 p.m., Wed. and Sat., 6.0 p.m., £2.

Approximate Road Distances. — Dordrecht to Molteno, 46 miles W; Burghersdorp *via* Molteno, 77 miles N.W.; Queenstown, 41 miles S.S.W.

Some Typical Returns.—Wodehouse.—Oathay, 428,948 bundles; potatoes, 13,988 muids; wool, 1,925,598 lbs.; mohair, 86,228 lbs.; skins, 30,878; butter, 101,345 lbs; cattle, 32,475; horses, mules, etc., 3,449; sheep, 346,744; goats, 40 466.

GLEN GREY.—The Fiscal Division contains 878 square miles, and the census division a population of 690 white and 54,417 coloured. The principal products are wool, and mohair. The average rainfall is 24·21 ins. and the wettest month, January.

Lady Frere. Latitude S. 31 deg. 4 mins., longitude E. 27 deg. 13 mins. Height, 3,400 feet. Village situated on the eastern bank of the Cacadu River, 28 miles E.N.E. of Queenstown Station C.G.R., which is 154 miles from East London. Population: White 263, coloured 390. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and Churches.

Postcarts to Cala, 33 miles E N.E. of Lady Frere *via* Askeaton eight hours; Queenstown, 33 miles W.S.W. of Lady Frere *via* Driver's Drift, six hours; £1, return £1 10s.

Some Typical Returns.—Glen Grey.—Oathay, 514,361 bundles; wool, 693,796 lbs.; mohair, 95,945 lbs.; cattle, 41,264; horses, mules, etc., 2,239; sheep, 193,602; goats, 150,313.

Tembuland. A fertile pastoral district in Kaffraria. A daily rainfall from November to February is Tembuland's annual bounty from the hands of Nature. Perhaps this accounts for the fact that sagacious European farmers merchants and settlers are more numerous in Tembuland than elsewhere in the Territories

Some Typical Returns.—Tembuland.—Oathay, 1,363,953 bundles; mealies, 156,096 muids; Kaffir corn, 44,482 muids; tobacco, 500,314 lbs.; hides, 7,469; wool, 4,124,621 lbs; mohair, 130,374 lbs.; skins, 154 266; butter, 45,140 lbs.; cattle, 163,659; horses, mules, etc, 19,298; sheep, 841,693; goats, 456,238.

Umtata is the capital of the Transkei proper, viz: Tembuland and Pondoland. There is a population of 1,700 white civilian inhabitants in the town and district.

The Diocesan Girls' School, and the new Cathedral at Umtata belong to the Bishopric of St. John's, to which St. John's College is also attached. There are five other churches and a convent.

Two social clubs are well supported.

The Umtata River is spanned by a handsome iron bridge.

The township of Engcobo, the magistrate's residency, is reached by the main trade road from Umtata.

The Cape Mounted Rifles have their headquarters here. We were asked in England to describe the life of a mounted rifleman to some youngsters, and out of consideration for anxious parents we rubbed in the plain truth. In some English eyes Africa is a place of perpetual sun in which mounted troopers bask at will surrounded by black servants to wait on them, who ride splendid horses, receive 5s. a day each, and engage in manifold military pic-nics

Near Umtata.

diversified by hunting bokke, lions and tigers. We pointed out that the Mounted Rifleman must groom his nag at bugle call and sunset, and that he has in every sense to work like a trooper without any choice as to times and circumstances. Riding he certainly has, but it is no pic-nic.

Empire Day in Umtata was marked in 1907 by the laying of the foundation stone of a new Town Hall to be built of local stone and material. The Concert Hall will seat 600 persons. The cost of the building will be £13,500. The Chief Magistrate of the Territories, Major Sir Henry Elliott, in performing the ceremony, drew attention to the importance of Port St. Johns as the local seaport and its suitability as a coaling station for men of war as well as merchantmen

The C.M.R., taking them all round, are a happy brave lot of fellows, contented in the main, and ever ready for a "scrap." It was a pleasure to see them on parade in their smart workmanlike uniforms, as well set up, handsome, dashing mounted troops as any in the outposts of the Empire.

Some Typical Returns.—Umtata.—Oathay, 340,088 bundles; mealies, 27,358 muids; tobacco, 17,786 lbs.; wool, 1 136,680 lbs.; skins, 35,003; butter, 10,790 lbs.; cattle, 29,242; horses, mules, etc., 4,463; sheep 209 399; goats 78 669.

Engcobo town is a pretty little place, atop of a spur of the Kumba Mountains. Water is abundant. Public offices, good hotels, trading depots and a Masonic Lodge are among the public buildings and institutions.

Here the natives are very numerous. There are many natives' missions, primary schools, and trading depots. Everything has an appearance of modernity and thoroughness that contrasts sharply with Kaffir kraals, and other primitive remains of olden times. The lofty strange outlines of the neighbouring mountains, their craggy summits and green slopes are very pleasing to the eye. The Bashee River is crossed at Ntibane Drift, where a fine waterfall is seen in the adjacent forest.

The loyalty to England and the preference for all that is English is very noticeable among the Kaffrarian natives—many of them become local preachers. One old chief who had thus taken to the "stump" was heard striving to explain to his flock exactly what the love of God was like, by likening it to the late Queen of England's love for her coloured people, he says:—"You know my cattle, you know I got lot nice cattle, and good cattle, best cattle in Transkei, well I got one white cow, lovely white cow, and she's got a white calf and she thinks it's a lovely white calf, but she has a black calf and she loves them both the same. Same with good old Queen Victoria, she's got a lot of white people and she's got a lot of black people and she thinks them quite as nice as the white people, and she loves them all the same."

Some Typical Returns.—Engcobo.—Oathay, 109,221 bundles; mealies, 43,430 muids; hides 2,596; wool, 966,648 lbs.; mohair, 14,425 lbs.; skins, 44,774; catt'e, 36,913; horses, mules, etc, 5,354; sheep, 220,571; goats, 134,447.

The Bashee River.

Elliot is a prosperous and progressive town and railway station, formerly the terminus, close to the Drakensberg Range. The railway passes on to Maclear, the present terminus. The usual predictions of better times for both places with the advent of the railway have already been fulfilled to some extent by the increasing business activity in the district and better trade returns.

The rocks and cliffs of this district present numerous curious features—many of them are so weather worn and attenuated as to give the impression that artificial means have been used to produce the effects. Here and there pinnacles of friable rock, hundreds of feet high, stand poised on the mountain slopes looking as if a great gust of wind would hurl them down. To show the

magnitude of these strange pinnacles, we placed a man in his white garments at x on the top of a small rock in the extreme right-hand corner of the left-hand picture of our group. He looks but a tiny speck on the summit of a small half-circle.

The railway construction works to Elliot afforded the engineers many opportunities of displaying their extraordinary skill in overcoming apparently super-human difficulties: bridging the most formidable mountain gorges and cutting railway tracks safely along the steepest mountain sides.

Here is the centre of an agricultural, cattle and sheep-breeding district, and the railway has facilitated its trade connections with the larger colonial mercantile

centres to a considerable extent. The soil in the district which gets its constituents from the volcanic Drakensbergen produces very good feed for excellent flocks of sheep, which may be seen grazing on the mountain slopes during the summer at elevations varying from 7,000 to 8,000 feet above the sea.

Some Typical Returns.—Elliot.—Oathay, 492,364 bundles; mealies, 8,607 muids; tobacco, 7,663 lbs.; dried fruit, 4,786 lbs.; wool, 756,687 lbs.: mohair, 53,367 lbs.; skins, 12,064; butter, 29,944 lbs.; cattle, 15,055; horses, mules, etc., 2,382; sheep, 136,452; goats, 26,855.

Cala. The trade and progressive outlook at Cala is about equal to that of Kokstad.

The river Tsomo flows through the land and the same high road connects Cala with Cape Colony, Barkly East, Maclear and other parts.

The Educational Institutions include several excellent primary and high schools.

There are three churches and a Town Hall with Public Library.

The population of the district is a very progressive farming community and great headway has been made in agricultural developments.

There is a good park and trees are planted in the streets. Water is plentiful.

The Town has the advantage of a local sandstone formation which has been used for many of the buildings.

At the bottom of a deep valley some 12 miles by road from Cala, runs a river known locally by a native name that is quite beyond the phonetic power of the writer. In the bed of this stream the torrential rains of last summer uncovered a coal outcrop that seemed of considerable promise. It was reported that a seam about 4 feet 6 inches in thickness was proved. The coal was light in weight, of a clean vitreous lustre, and breaking with a shell-like fracture.

The white population of the town and vicinity numbers about 1,600.

GRIQUALAND EAST contains the magisterial districts of Mount Currie, Umzimkulu, Matatiele, Mount Fletcher, Maclear, Tsolo, Qumbu, Mount Frere and Mount Ayliff.

A large portion of Griqualand East was once upon a time known as Nomansland, containing about 6,000 square miles, and lying at the base of the Drakensberg between the Umzimkulu and Kinira rivers. There is not a more flourishing farming country in any part of South Africa. The upper part of the territory is mountainous, and the plains are watered and traversed by the tributaries of the Umzimkulu, Umtata and St. John's rivers. The mountain slopes are forest clad and verdant.

The Griquas, like most native tribes, are slow to acquire European ideas and methods that would enable them to be competitors with Europeans, who are steadily buying farms whenever the opportunity occurs. Through the proximity of the Umzimkulu districts to Natal, a greater number of farmers and others have settled here. There are about 1,100 Griquas and between 25,000 and 40,000 other natives, who are becoming rich in stock, and display a great desire to obtain possession by purchase of some of the farms that are being disposed of by the Griquas.

Some Typical Returns.—East Griqualand.—Oathay, 2,787,286 bundles; mealies, 166,947 muids; Kafir corn, 61,547 muids; tobacco, 58,488 lbs.; hides, 5,391; wool, 2,737,050 lbs; mohair, 225,919 lbs.; skins, 70,380; butter, 106,608 lbs.; cattle, 229,228; horses, mules, etc., 45,951; sheep, 617,535; goats, 370,659.

Railway Making.—Maclear in Sight.

Maclear. A busy little township. The railway to Maclear, talked of and longed for by the residents for years at last connects them with the outer world It was a joyful day with the engineers when the last cutting through the mountain was completed and Maclear was in sight. Never was a railway more wisely bestowed, or more highly appreciated. Everything is going ahead here, and even the new-comer with small means and plenty of determination may do well. Marketable fruit of many sorts grows well, and stock farming is very successful.

Some Typical Returns.—Maclear.—Oathay, 440,411 bundles; wool, 263,996 lbs.; mohair, 17,283 lbs.; butter, 13,933 lbs.; cattle, 10,343; sheep, 43,423; goats, 13.231.

Matatiele, 43 miles from Kokstad, is also almost wholly occupied by natives. Agriculture pays here if it does anywhere, the hotels, stores and markets being actively engaged with an immense regular turnover. The sheep and cattle are among the best in South Africa, and it is a common truism among stock farmers that when livestock are poorest in the Western and Midland Districts, they are "tip-top" at Matatiele.

Some Typical Returns.—Matatiele.—Oathay, 728,338 bundles; mealies, 29,053 muids; Kaffir corn, 22,654 muids; tobacco, 8,999 lbs.; wool, 607,095 lbs; mohair, 38,291 lbs.; butter, 16,310 lbs.; cattle, 45,904; horses, mules, etc., 9,110; sheep, 144,620; goats, 48,150.

Kokstad, the principal town in Griqualand East, has a considerable European population. It is in the vicinity of Mount Currie, 7,300 feet above the sea. The town, from its altitude, is an ideal health resort. There is a good water supply from a copious stream that has its source in Mount Currie. Here again in Kokstad we are reminded of Worcester, for the water flows through almost every avenue. Moreover the streets are like those of most of the towns in the Western Province, wide and shaded with fine oak trees. There are several churches, a superior public school, a hospital, Town Hall and Club.

The town is supplied with the electric light

Nearly all the farms in the neighbourhood are occupied by Europeans chiefly from Natal. Agricultural shows and wool sales are held periodically and are usually very successful. The principal products are sheep, cattle and horses.

The advent of the railway has done much to increase the general trade of the town and district, and for young men with small capital, Griqualand East offers extraordinary scope, especially in farming pursuits.

The climate and associations of Griqualand East make it an ideal situation as a Sanitorium. Chest and throat diseases are almost, if not quite, unknown among the residents, and persons rarely die except of old age.

Some Typical Returns.—Mount Currie and Kokstad.—Oathay, 1,299,867 bundles; mealies, 30,848 muids; wool, 720,276 lbs.; butter, 53,957 lbs.; cattle, 27,593; horses, mules, etc., 5,308; sheep, 147,361.

Mount Frere is an elegant little township on a hill side all among the native population. There are several churches and other public buildings. The climate ensures good health, and the soil, being a rich sandy loam with plenty of water available, yields abundant harvests.

Some Typical Returns.—Mount Frere.—Mealies, 19,158 muids; tobacco, 5,681 lbs.; wool, 153,171 lbs.; skins, 9,008; cattle, 23,445; horses, mules, etc., 6,198; sheep, 53,322; goats, 60,820.

A Pondo Maiden.

Pondoland. The population of Pondoland is probably 230,000. At one time the Pondos were so fond of fighting that they actually kept the population down by their frequent tribal wars which caused great slaughter. They were considered a naturally ferocious race, but happily under the beneficent influence of the British and the Glen Grey Act they have ever since the annexation to Cape Colony been peaceable, docile and industrious. In the west of Pondoland are the Magistracies of Lusikisiki, Flagstaff, Bizana and Thabankulu. In all the magisterial districts there are military camps, provision depots and shops. The scenery in many parts of this territory is very impressive and beautiful.

Some Typical Returns.—Pondoland. —Mealies, 274,229 muids; Kaffir corn, 101,624 muids; tobacco, 314,060 lbs.; hides, 4,287; wool, 377,634 lbs.; skins, 69,176; cattle, 130,700; horses, mules, etc., 15,309; sheep, 167,636; goats, 268,381.

Port St. John's possesses all the natural advantages that are needful for a good sea port. Cape Hermes, for instance, which abuts from the town into the sea, is a natural ready-made breakwater, making the usual heavy expenditure on such a structure unnecessary. Only a comparatively small amount of money is therefore required for harbour works that would give the Colony one of the best harbours between Cape Town and Delagoa Bay.

Mouth of Umzimvubu | The Beach. | St. John's Hotel.

At present small steamers and sailers trade between East London and Natal and St. John's, the single journey taking about 11 hours by steam. Large ocean steamers can now lie alongside the jetty in deep water which extends about 12 miles up the river. The port has a lifeboat station, and the usual port Customs

and magistrates' offices. Fishermen give St. John's a good name. Kabeljauw, mullet, steenbras, Cape salmon and springers are very plentiful as well as oysters and other edible shellfish.

Wilder and fiercer game than usual abounds in the neighbouring forests, the irregular rocky krantzes, and on the ledges of precipices, and it is not at all unusual to meet a few wild pigs and an old leopard now and then. Bluebuck, bushbuck and baboons are numerous.

There is a wonderful medicinal spring at St. John's, known as the Isinuka Spring, the water being esteemed very highly by the natives who have used it for ages past for cutaneous diseases and obstinate sores. For citrus scale it is also said to be invariably effective. We have heard of at least two pronounced cases of rheumatism that were completely and quickly cured by the water.

Grand scenery awaits the tourist at St. John's, which is reached by postcart from Umtata or by steamer from Durban or East London. From the sea the river mouth is a noticeable object, so remarkable that any one having seen it once will remember it for ever. A lofty table-topped mountain appears to have been cleft to its base leaving a wedge shaped gap through which the river flows to the sea. The edges of the cleft which near the mouth lie nearly 2,000 feet apart, approach each other until, near the top of the first reach, they are about 1,500 feet apart. They rise in abrupt forest-clad steeps until they attain a height of from 700 to 1,100 feet. On both sides of the river, plateaus extend and other great cliffs arise till, less than two miles from the sea they stand about 1,200 feet high and 4,000 feet apart.

"Like giant sentinels on either hand,
The stately portals of the river stand,
Their rugged crests and headlands bold and free,
Rising in silent grandeur o'er the sea
Whose foaming waves engird with silvery showers
St. John's grand cliffs and castellated towers.
Low at their feet, in deep eternal shade,
The river flows past mountain, krantz and glade,
Onward and onward from its distant source,
Till, midst this scene sublime, it ends its course."

PRINGLE.

SOME TYPICAL RETURNS.—PORT ST. JOHN'S.—Mealies, 9,766 muids; tobacco, 38,692 lbs. skins, 6,561; cattle, 4,267; goats, 8,240.

Ninth Tour.

QUEENSTOWN TO DE AAR *via* NAUWPOORT (FOR COLESBERG), BRITSTOWN, PRIESKA, HOPE TOWN, KIMBERLEY, BARKLY WEST, MAFEKING.

QUEENSTOWN and Kaffraria are now left behind while we travel direct to Colesberg, thence returning to Nauwpoort, and joining the train that takes us to the far northern point of the C.G. Railway at Vryburg.

Colesberg Junction (4,373 feet.) The junction of the branch line to Colesberg with the main line, 305 miles from Port Elizabeth and 605 miles from Cape Town. T.O.

COLESBERG.—THE FISCAL DIVISION contains 2,394 square miles, and the census division a population of 4,809 white, and 6,907 coloured. The principal products are wool, mohair, oathay, lucerne, fruits butter, horned cattle, sheep, goats, horses, mules, etc. The annual average rainfall is 15·98 inches, and the wettest month, March.

Colesberg. Lat. S. 30 deg. 43 min., long. E. 25 deg. 7 min., height 4,470 feet. Town and Station, 2 miles from Colesberg Junction, 307 miles from Port Elizabeth, and 607 miles from Cape Town. Population: White 1,000; coloured, 1,694. Civil Commissioner and Resident Magistracy. P.O., T O. and M.O.O.

A small prosperous agricultural town within two miles of Colesberg Junction, where nearly every kind of pastoral and arable farming is successfully conducted, especially sheep farming. Large numbers of Angora goats are also a source of considerable income to the farmers. The horse breeding industry is of special importance, and has made considerable headway during the last few years.

At one time the district, which has many hills and wooded places affording cover for wild animals and birds, was noted as a happy hunting ground where immense herds of large South African game abounded.

Approximate Road Distances.—Colesberg to Philipstown, 55 miles, N.W.; Petrusville, 60 miles N.N.W.; Venterstad, 45 miles, E.; Steynsburg, 70 miles, S.E.; Burghersdorp, 83 miles, E.S.E.; Hanover, 52 miles, S.W.

Some Typical Returns — Colesberg.—Oathay, 201,140 bundles; lucerne, 153,597 bundles; wool, 822,913 lbs.; mohair, 72,183 lbs.; skins, 32,187; butter, 35,340 lbs.; cattle, 13,186; sheep, 185,636; goats, 46,486.

Returning *via* Nauwpoort, we change there for

HANOVER.—The Fiscal Division contains 2,082 square miles, and the census division a population of 1,888 white, and 1,934 coloured. The principal products are wool, mohair, lucerne, butter, fruits, horned cattle, sheep and goats. The annual average rainfall is 14·69 inches, and the wettest month, March.

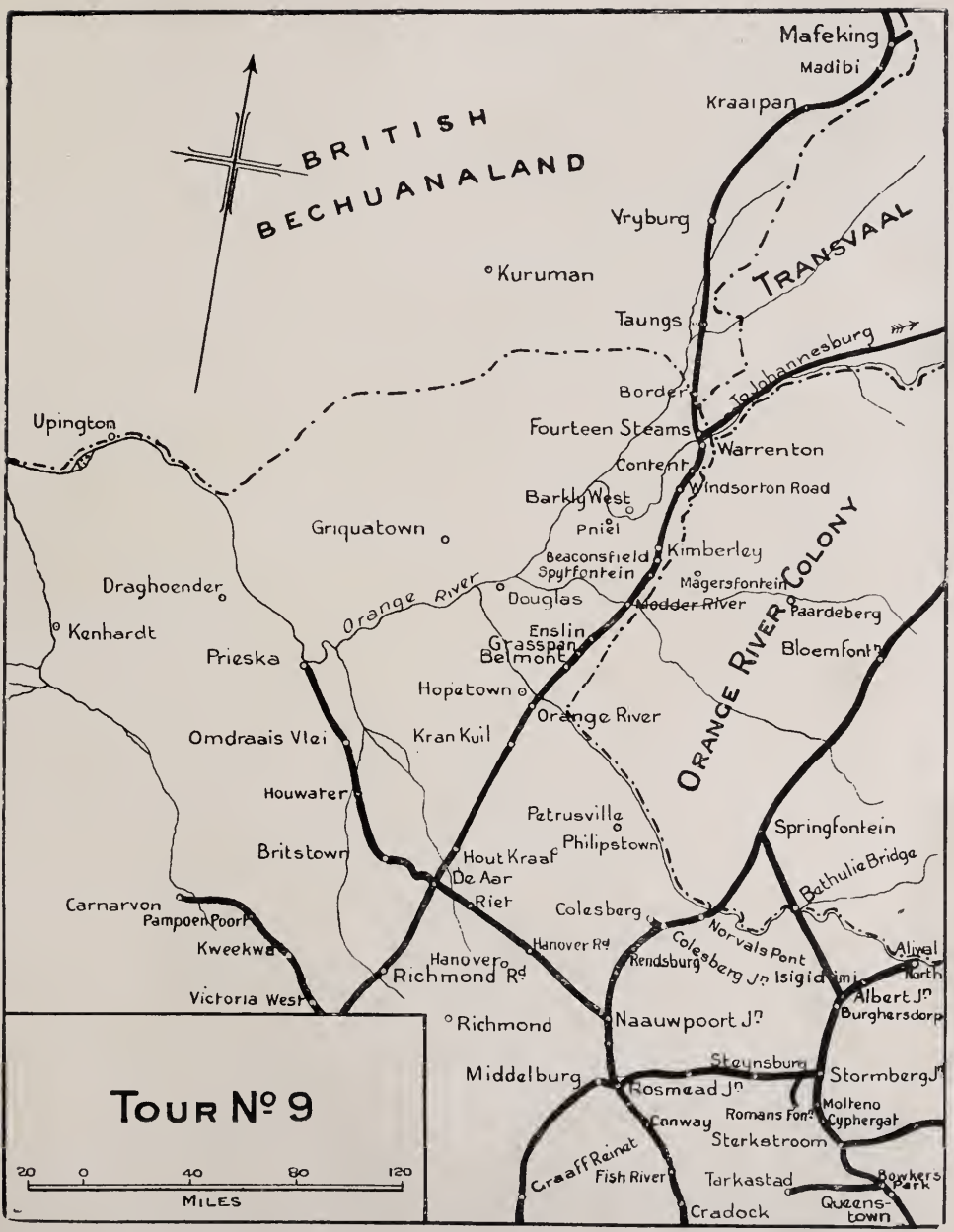
Hanover Road. Railway Station. P.O. and T O 30 miles N W. of Nauwpoort Junction and 300 miles from Port Elizabeth.

Hanover.—Latitude S. 31 deg. 3 min., longitude E. 24 deg. 26 min. Height, 4,500 feet. Village 12 miles S.W. of Hanover Road Station, which is 30 miles S.E. of De Aar Junction, and 300 miles from Port Elizabeth. Population: White 644, coloured 588. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and churches. A very clean looking little town of well kept gardens and white houses. There are plenty of green plains for several miles around where herds of springbok used to resort before railways brought disturbing influences. The village has a good and permanent water supply.

Postcart to Hanover Road Railway Station, 9½ miles N.E. of Hanover Town, 1½ hours, daily ex. Sun, 5s., Return 10s.

Approximate Road Distances.—Hanover to Britstown, 75 miles N.W.; Philipstown, 47 miles N.; Colesberg, 52 miles N.E.; Richmond, 45 miles S.W.; Middelburg, 60 miles S.E.

Some Typical Returns.—Hanover.—Oathay, 223,590 bundles; lucerne, 258,250 bundles; wool, 338,368 lbs.; sheep, 72,061; goats, 27,620.


Mafeking
Madibi
Kraaipan
BRITISH BECHUANALAND
Vryburg
TRANSVAAL
Kuruman
Taungs
To Johannesburg
Border
Upington
Fourteen Streams
Warrenton
Content
Windsorton Road
Barkly West
Griquatown
Pniel
Kimberley
Beaconsfield
Spytfontein
Magersfontein
Draghoender
Orange River
Douglas
Modder River
Paardeberg
Kenhardt
Enslin
Grasspan
Belmont
Prieska
Bloemfontein
Hopetown
Orange River
Omdraais Vlei
Kran Kuil
ORANGE RIVER COLONY
Houwater
Petrusville
Springfontein
Philipstown
Britstown
Hout Kraal
De Aar
Riet
Bathulie Bridge
Carnarvon
Pampoen Poort
Colesberg
Norvals Pont
Kweekwa
Hanover Rd
Colesberg Jn
Rendsburg
Aliwal North
Hanover
Richmond Rd
Isigidimi
Albert Jn
Victoria West
Burghersdorp
Richmond
Naauwpoort Jn
Steynsburg
Middelburg
Rosmead Jn
Stormberg Jn
Molteno
Romans Fon.
Cyphergat
Conway
Sterkstroom
Craaff Reinet
Fish River
Tarkastad
Bowkers Park
Cradock
Queens-town
TOUR Nº 9
20 0 40 80 120
MILES

BRITSTOWN.—The Fiscal Division contains 3,241 square miles, and the census division a population of 3,688 white, and 5,591 coloured. The principal products are wool, mohair, sheep and goats. The annual average rainfall is 13·51 inches, and the wettest month March.

De Aar (Altitude 4,180 feet.) Railway centre, station and junction of the Cape Town and Port Elizabeth lines, 500 miles from Cape Town, and 338 miles from Port Elizabeth. Assistant Resident Magistracy. P.O., T.O. and M.O.O. Population: White, 1,094; Coloured, 2,177.

No man has greater opportunities of making world-wide friends than a South African Station Master on the Grand Trunk Line, and seldom, indeed, if ever does he remit his efforts to make the traveller's lot easy. The third-class passenger is as sure of sympathetic attention in his hour of need as the wealthy first. We were present on one occasion at a station not far from Kimberley, when a poor man in the train was in trouble with an injured leg. On hearing of it the Station Master immediately used his privileges for the passenger's comfort. We afterwards saw the following letter from the grateful passenger. Alas! for poor human nature, gratitude is so rare that we must publish this specimen:—

"Feeling that I owe to you my sincere recognition for your kindness to me when passing through your station on my way from Figtree Siding, Rhodesia, to Cape Town, when my leg was so bad that you kindly sent the carriage on to P.E. rather than cause me to endure the agony of changing; and by your advice it was connected with the Johannesburg train so that I reached Cape Town twelve hours earlier than I would have done. I trust you will accept of my heartfelt thankfulness for your kindness to me on my hard journey down and your consideration of my pains, and as it may be that I will never be able to return the kindness shown me at that time, may the Lord God of Heaven and Earth reward you on this earth and reward you with a home on the new earth when this world shall have run out its probation. P.S.—I am still unable to walk but hope that in a few days will be able to do so."

A few short years ago, De Aar was abhorred of all men, dirty, dusty, dry and drear. To-day it is sweet and clean, although sometimes still dusty and dry. Good refreshments are obtainable at the new hotel as nicely as anywhere. In those other days nobody dreamt of reproducing De Aar in a book, but now it has actually been done. A busy place—a meeting of the railways of the east, the west, the north and the south. A making-up place for freight trains and passenger coaches. A station that some day may have a spanned roof and other glories. If we are changing for the north we have twenty-five minutes to wait. If for Britstown, Houwater, and Prieska we have a day unless we should have timed ourselves to catch the tri-weekly branch train.

As a railway station, De Aar is remarkable for the fact that here are made up goods trains that have received their trucks from all parts of the systems. Here in our illustration, for instance, is the record long train made up when we were last at the station from odd portions of trains, now to be dispatched to the north with no less than 43 laden trucks.

About midnight recently a curious accident happened to a goods train coming into De Aar from Kimberley. It ran violently into some waggons attached to a shunting engine. The impact of a bogie waggon occasioned the tilting to an upright position of the short cattle waggon in the extraordinary way shown in our illustration, the buffer of the short waggon being imbedded

in the bottom of the bogie truck. At the enquiry which was held, it transpired that this curious accident was the first that had ever happened in the driver's experience of twenty-two years.

Britstown.—Station and town 30 miles from De Aar Junction, which is 500 miles from Cape Town. Population: White, 818; coloured, 853. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and church.

On arrival at Britstown, the first thing that attracts our attention is the Dutch Reformed Church. This elegant edifice graces a little town of but 800 white inhabitants. That the few Dutch folk and, of course, some of the English should build a church that cost £11,000 emphasises the faith of the inhabitants in the stability of the country. Plenty of pure water from spring and reservoir is supplied to the town. A considerable trading business is done, large quantities of wool, hides, feathers and fodder passing through the place.

Britstown.

An enterprising irrigation syndicate, one of the sort that begins and continues on right lines, possesses a large area of valuable land which is cultivated for field products, grazed by the best breeds of sheep and other stock. The irrigation of the soil has brought into profitableness land that was formerly unproductive, and inasmuch as the projectors of this excellent semi-national industry were handicapped at the outset with most of the difficulties common to droughty regions their success is a valuable national object lesson encouraging to other irrigators.

D R. Church. Britstown.

Some Typical Returns.—Britstown.—Oathay, 55,450 bundles; lucerne, 64,270 bundles; wool, 376,456 lbs.; skins, 32,074; cattle, 3,243; horses, mules, etc., 4,405; sheep, 129,505; goats, 36,059.

PHILIPSTOWN—The Fiscal Division contains 2,540 square miles, and the census division a population of 3,127 white, and 2,616 coloured. The principal products are wool, mohair, sheep, goats, fruits. The annual average rainfall is 15·84 inches, and the wettest month, February.

Philipstown, Lat. S. 30 deg. 25 min., long E. 24 deg. 30 min., height 4,500 feet. Town 25 miles E. of Hout Kraal Station, which is 519 miles from Cape Town, and 19 miles N. of De Aar. Population: White, 806; coloured, 581. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and churches.

Postcart to Hout Kraal Station, 20 miles W. of Philpstown, 4 hours; daily, ex. Sun., 8s. 6d., Return 15s.

Hout Kraal, Railway station. P.O., T O. and M.O.O.; 519 miles from Cape Town, and 19 miles N. of De Aar. Postcart to Philipstown 25 miles E. of Hout Kraal, 4 hours.

Postcart to Philipstown, 20 miles, daily, ex. Sun., 7 a.m., 8s. 6d., Return 15s.

Petrusville. Village 35 miles E.S.E. of Krankuil Station, which is 555 miles from Cape Town. Periodical and Special J.P. Court. P.O., T.O. and M.O.O. Hotel and churches. Population: White, 555; coloured, 467.

Postcart to Krankuil Station, 31 miles W.S.W. of Petrusville, 7 hours, £1, Return £2.

Approximate Road Distances.—From Philipstown to Hopetown, 70 miles N.W.; Petrusville, 30 miles N.N.E.; De Aar Railway Station, 36 miles S.W.; Hanover, 47 miles S.; Petrusville to Hopetown, 60 miles N.W.

Some Typical Returns.—Philipstown.—Dried fruit, 5,444 lbs.; wool, 475,276 lbs., mohair, 59,581 lbs.; skins, 23,744; cattle, 7,654; horses, mules, etc., 2,853; sheep, 139,841; goats, 46,129.

PRIESKA.—The Fiscal Division contains 5,643 square miles, and the census division a population of 2,956 white and 2,720 coloured. The principal products are wool, sheep and goats. The annual average rainfall is 11·51 inches, and the wettest month, March.

Prieska. Latitude S. 29 deg. 39 min., longitude E. 22 deg. 4 min., height 3,300 feet. A town and Railway Station. Terminus De Aar-Prieska line. Situated at the foot of the Doorn Bergen on the Orange River, 120 miles N.W. of De Aar Junction, which is 500 miles from Cape Town. Population: White 587, coloured 732. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and Churches. Large nitrate and asbestos deposits have been discovered near the town and a considerable trade is done.

This place has recently suddenly come into prominence in the mining world through the discovery of diamonds which are believed to exist in a very extensive area. Nitrates and asbestos were already discovered, and large quantities of the latter are exported from the district. Irrigation works are in progress and doing wonders for the farmers.

Postcarts to Britstown, 90 miles S.E. of Prieska, 15 hours; De Aar Junction, 120 miles S.E. of Prieska, 25 hours; Draghoender, 48 miles N.W. of Prieska, 8 hours, Thur. and Sats. 6 a.m., £3 10s., Return £6 5s.; Kenhardt, 128 miles W.N.W. of Prieska, 30 hours, Thur. and Sats. 6 a.m., no fixed fare; Upington, 192 miles, Thur. and Sats. 6 a.m., no fixed fare.

Draghoender. Small village, 48 miles N.W. of Prieska. P.O. and M.O.O.

Postcart to Prieska, as above.

Approximate Road Distances.—From Prieska to Griquatown, 70 miles N.E.; Hopetown, 88 miles E; Carnarvon, 105 miles S.S.W.; Van Wyk's Vlei, 86 miles, S.W.

Some Typical Returns.—Prieska.—Wool, 166,784 lbs.: skins, 35,763; ostrich feathers, 1,005 lbs.; horses, mules, etc., 5,417; sheep, 152,332; goats, 57,664.

KENHARDT.—The Fiscal Division contains 15,955 square miles, and the census division a population of 3,901 white and 3,008 coloured. The principal products are wool, mohair, sheep, goats, horned cattle. The annual average rainfall is 5·94 inches, and the wettest month, March.

Kenhardt. Latitude S. 29 deg. 18 min., longitude 21 deg. 9 min., height 2,700 feet. Village 223 miles N.W. of Victoria West Road Station, which is 419 miles from Cape Town. Population: White 181, coloured 601. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and Churches.

Postcarts to Draghoender, 65 miles E. of Kenhardt, 19 hours; Prieska, 128 miles E.S.E., 31 hours, no fixed fare; Britstown, 215 miles S.E., 46 hours; De Aar Railway Station, 245 miles S.E., 59 hours; Carnarvon, 135 miles, S.S.E. of Kenhardt, *via* Van Wyk's Vlei, 40 hours; Victoria West, 215 miles S.E. of Kenhardt, *via* Beyersfontein and Pampoen Poort, 52 hours; Victoria West Road Station, 223 miles S.E. of Kenhardt, 61½ hours; Kakamas, 72 miles N.W. of Kenhardt; Upington, 70 miles N. of Kenhardt, *via* Klipbakken, Rateldraai and Olyvenhout's Drift, 19 hours.

Some Typical Returns.—Kenhardt.—Wool, 76,042 lbs.; skins, 38,891; cattle, 8,008; horses, mules, etc., 7,690; sheep, 180,708; goats, 72,759.

GORDONIA.—The Fiscal Division contains 18,497 square miles, and the census division a population of 1,712 white, and 7,099 coloured. The principal products are mealies, fruit, Kaffir corn, cattle and sheep. The annual average rainfall is 8·71 inches, and the wettest month, March.

Upington.—Latitude S. 28 deg. 26 min., longitude E. 21 deg. 15 min., height 2,800 feet. Village situated on the Northern Bank of the Orange River, 315 miles N.W. of De Aar Station, C.G.R., which is 500 miles from Cape Town. Population: White 554, coloured 1,954. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and Churches.

Postcarts to Kenhardt, 70 miles S. of Upington, *via* Olyvenhout's Drift, Rateldraai and Klipbakken, 19 hours; Groot Drink, 36 miles E.S.E., 12 hours; Zwartmodder, 60 miles N.W., 36 hours, (by ox-cart.)

Prieska, 192 miles; no fixed fare.

Approximate Road Distances.—Upington to Kuruman, 180 miles N.E.; Griquatown, 170 miles E.S.E.; Kakamas Drift, 50 miles S.W.

Some Typical Returns.—Gordonia.—Spirits, 3,593 gallons; dried fruit, 60,000 lbs.; skins, 21,160; cattle, 18,545; horses, mules, etc., 1,929; sheep, 88,601; goats, 57,413.

HERBERT.—The Fiscal Division contains 2,763 square miles, and the census division a population of 2,858 white, and 8,673 coloured. The principal products are wool, mohair, sheep, oat-hay, butter, horned cattle, mules and horses. The annual average rainfall is 14·44 inches, and the wettest month, March.

Douglas. Village situated on the South bank of the Vaal River, 48 miles N.W. of Belmont Station, which is 591 miles from Cape Town. Population: White, 442; coloured, 574. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and churches.

Irrigation again. This is one of the districts whose people can rise up and say, "We told you so." The farmers asked the Government to construct irrigation works or help in the matter. Said the wise men of Herbert:—"We know that this division will go ahead with irrigation, and if we are granted privileges which will enable us to apply the water by artificial means to suitable land, not only will it increase our power of production, but the land in the neighbourhood will appreciate in value." And people with land to sell have been making money accordingly.

Herbert is one of the principal sheep farming districts in the Colony. Besides this, moreover, Douglas has lately developed into a mining field. Not far from the town the prospector has been abroad and now on more than one mine the engineers are opening up very promising copper lodes for Cape Town and Transvaal companies and firms.

Postcarts to Belmont Station, 52 miles S.E. of Douglas *via* Thornhill, 10 hours, £2, Return £3; Campbell, 20 miles N.N.W. 3 hours; Griquatown 40 miles W.N.W., 8 hours.

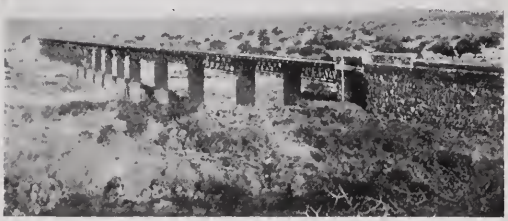
Campbell. Village 70 miles W. of Kimberley, which is 647 miles from Cape Town. Campbell is 68 miles N.W. of Belmont Station. Population: White, 321; coloured, 318. Periodical Court. P.O., T.O. and M.O.O. Hotels and churches.

Postcarts to Douglas, 20 miles S.S.E. of Campbell 3 hours; Griquatown, 30 miles W., 5 hours; Papkuil, 27 miles N., 5 hours; Danielskuil, 50 miles N., 10 hours; Schmidt's Drift, 24 miles E.N E., 4 hours; Doornlaagte, 36 miles E.N.E. 7 hours; Kimberley, 70 miles, 12 hours.

Postcart to Douglas, 52 miles N.W. of Belmont 10 hours, Wed. and Sat. 8.0 a.m., £2, Return £3; Campbell, 78 miles, Wed. and Sat., 8 a.m., £2 15s.; Griquatown, Wed. and Sat., 8.0 a.m., £3 10s.; Papkuil, Wed., 8.0 a m.

Approximate Road Distances. —Douglas to Kimberley, 75 miles W.S.W.; Campbell to Kuruman, 110 miles N., Barkly West, 65 miles N.E.; Schmidt's Drift to Danielskuil, 55 miles N.W.

Some Typical Returns.—Herbert.—Oathay, 78,801 bundles; wool, 159,990 lbs.; skins, 20,012; butter, 37,285 lbs.; cattle, 15,392; horses, mules, etc., 4,221; sheep, 114,180; goats, 112,256.



Hope Town Bridge.

Hope Town. Latitude S. 29 deg. 36 min., longitude E. 24 deg. 6 min., height 3,600 feet. Town and Railway Station situated on the South Bank of the Orange River, 579 miles from Cape Town. Population: White 598, coloured 896. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and Churches.

The Orange River is spanned here by an iron bridge 1,480 feet long.

This is also one of the principal Colonial wool producing districts.

HOPE TOWN. — The Fiscal Division contains 3,214 square miles, and the census division a population of 3,125 white, and 2,993 coloured. The principal products are wool, mohair, ostrich feathers, butter, sheep, goats, cattle. The annual average rainfall is 13.04 inches, and the wettest month, March.

Banks of the Orange, Hope Town.

Postcart to Orange River Station, 10 miles S.E. of Hope Town, 1½ hours daily ex. Sun., 5s.

Krankuil to Strydenburg, 23 miles W.S.W. 6 hours, Tues., Thu. and Sat., 7.0 a.m., £1, Return £2; Petrusville, 31 miles, Wed. and Sat., 7.0 a.m., £1, Return £2.

Orange River. Small village. P.O., T.O. and M.O.O., and Railway Station 570 miles from Cape Town.

Postcart to Hope Town, 10 miles, 5s.

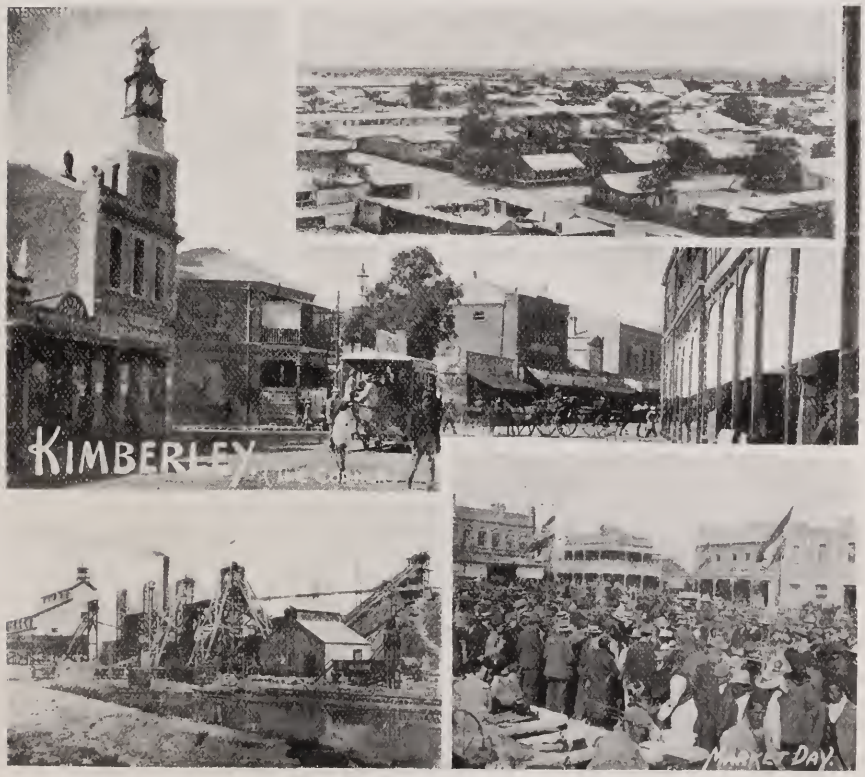
Strydenburg. Small village. P.O., T.O. and M.O.O., 35 miles S.W. of Hope Town and 33 miles W.S.W. of Kran Kuil Railway Station.

Postcart to Kran Kuil Station, 28 miles, 6 hours, £1, Return £2.

Approximate Road Distances.—Hope Town to Prieska, 88 miles W.; Griquatown, 90 miles N.W.; Douglas, 50 miles N.N.W.; Britstown, 85 miles S.S.W.; Philipstown, 70 miles S.E.

Some Typical Returns.—Hope Town.—Wool, 227,735 lbs.; skins, 24,375; ostrich feathers, 2,578 lbs.; cattle, 9,241; horses, mules, etc., 4,494; sheep, 134,205; goats, 39,097; ostriches, 1,934.

KIMBERLEY.—The Fiscal Division contains 1,764 square miles, and the census division a population of 20,400 whites and 39,760 coloured. The principal products are diamonds, wool, mohair, sheep, goats, horned cattle, horses, mules, etc. The annual average rainfall is 16·77 inches, and the wettest month, March.



The Order of To-day.

Kimberley. Latitude S. 28 deg. 43 min., longitude E. 24 deg. 46 min., height 4,040 feet. Town and Station 647 miles from Cape Town. Population: White 13,556, coloured 20,775. Civil Commissioner and Resident Magistracy.

On arrival at Kimberley for the first time, the uninitiated may be surprised on emerging from the station to find an utter absence of anything like diamond digging. In front of the station there are rows of houses and shops, streets and alleys crossing and recrossing, as one proceeds towards the centre of the town. On the way there not a single person with pick or shovel or attired in the orthodox style of the diamond digger comes along. Everybody looks towny and respectable: the banker on his leisurely way to unlock the cash at nine o'clock in the morning; the local storekeeper yawning heavily as he watches the Kaffir take down the shutters; the greengrocer's coloured boy going round with a mule cart and bugle just like a Mile End coster, without the mule, the colour and the bugle, and the class of pedestrians usual in all shoppy counting-house towns, but no sign of diggers or diggings. The substantial, elegant Town Hall in the middle of the square seems to emphasise the fact that common or garden diamond diggings are out of date. The policeman smiles as one asks him the way to the diggings, and if he does not think you mean the Vaal River, he is sure to direct you to an hotel or boarding house. Ultimately we learn that diamond digging Kimberley is in the suburbs—that, all the same, every paving stone, shop, bank, and every man, woman and child in the town and district is figuratively part and parcel of the great business, part of De Beers' enterprise and beneficence, and if there were no diggings there would be no De Beers and nought else. Then we began to realise the might and dominion of Diamondopolis. De Beers and Kimberley are synonymous terms. We remembered what we had read about the enormous value of the diamonds stored in Kimberley's strong rooms, the many millions' worth of diamonds annually sent to the world's markets from this modest, quiet-looking town, and it all seemed so great that we shut up our note book after marking a blank page "Kimberley, Special."

Most of us have read of the early doings of Kimberley, yet the tale is worth brief repetition.

The importance of the diamond discovery to Cape Colony in particular and South Africa in general may be realised on a reference to the history of the period. The year 1867 was a year of extreme drought and depression. Rains were few; famine stalked through the land and monetary troubles were plentiful. There appeared to be no loophole of escape from bankruptcy, and no means of even temporarily averting such a national catastrophe. South Africa was on the eve of beginning her reputation as a country of surprises.

When the cloud was darkest, it was suddenly rolled aside by a little Dutch boy, the son of farmer Van Niekerk who, while playing "Jackstone" with some pebbles on the farm not many miles from Kimberley, attracted the attention of an observant Irishman named O'Reilly who took a fancy to one of the pebbles, telling the lad's father that he thought it was a diamond. If he got anything for it he was to divide with Mr. Niekerk. Paddy took the stone to Colesberg, and to convince the sceptical inn-keeper and habitues that he had a diamond, scratched his illustrious name on the window pane with it. This might have been convincing, but the scoffers, like Maskelyne, said they could perform the trick with flint, which they did. However, O'Reilly saw the difference between flint and carbon and submitted his discovery to an expert who pronounced the pebble to be a 22½ carat diamond. O'Reilly sold it for £500 and divided the

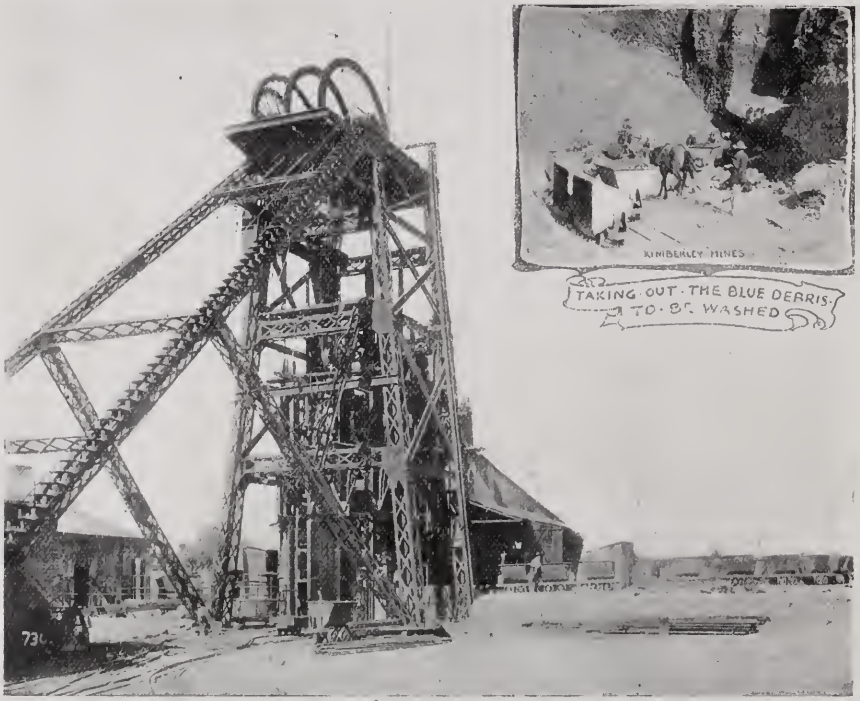
proceeds with Niekerk, who immediately afterwards bought a white stone from a native witch doctor for a trifling sum and resold it for £11,000. This stone the purchasers christened "The Star of Africa." It ultimately passed into the possession of the Countess of Dudley. A star of good hope and omen it proved to be. The discovery stirred the whole country and thousands rushed to the district. In 1870 on the banks of the Vaal River camps were formed, and the search for diamonds began in earnest. An eminent geologist visited the locality and reported emphatically that there were no proper diamondiferous deposits in the country. But nothing deterred the diggers who came on long treks from distant parts of the Colony, and from the Orange Free State, Natal and the Transvaal. At first the search was confined to the river banks, and varying "luck" attended the efforts of the diggers. At the same time a few Dutch farmers were quietly prospecting the farms Bultfontein and Du Toits Pan, about 25 miles from the River Diggings. They found some small diamonds in the dry ground, and shortly after this ground proved very rich on further development. The great rush of all then began, and fortunes were made over and over again. The commercial tension was relieved, and the patch of Karoo that opportunely yielded up its vast treasures restored prosperity to the country at large.

None but an omniscient mind can measure the influence on Africa's destiny of the riches of Kimberley from the moment little boy Niekerk met the keen-eyed Irishman till the final full stop was printed in these pages. All we can tell is that the chaos of those days has given place to the order of to-day.

Twenty-five years ago there was a wild whirl of traffic, fearful dust and a reckless disregard of all human conventionalities. All thoughts were of diamonds, and diamonds dominated all talk and public speech. Diamonds were said to be, and really were, more plentiful than blackberries. To-day the scene at the great mines is one of complete order and control. De Beers is a great controlling influence holding the reins of the world's diamond trade from this little town of Kimberley far out in the Karoo.

The neat narrow street (the corner) in our illustration was then a place of tents and wooden huts, and at this spot there were daily and nightly scenes of mad excitement and disorder, for it was the dealers' "corner" and the universal rendezvous of buyers and sellers of precious stones, the mart also of wildcat deals in mines and land.

At one time every descent to the mining excavations was an adventure. Down by a wire rope 500 or 600 feet perpendicularly into the bowels of the earth with the rapidity of lightning, standing up in an open receptacle the top of which did not reach your waist, oscillating like an erratic pendulum while you held on like grim death. To-day the old ropes are abandoned, the workings down in the deep openings of the great pipes are still carried on, but tramways drawn by stationary engines at the heads of the mines accomplish the hauling of the dirt to grass much more expeditiously than in the olden days.



The Order of To-day.

Multitudes of natives are employed in these great excavations with pick-axes, shovels and drills, breaking down the ground at the sides of the mine, perched at various spots and at giddy heights on the steep sides of the great quarries.

At the De Beers mine thousands of white and coloured workmen are employed. De Beers is richer in blue ground than the older Bultfontein, and far more valuable results are obtained. The mine is worked underground similarly to the copper and coal mines of England.

The compounds are vast enclosures with high walls where the natives have to reside after their daily work. They are veritable towns, and there is never any appearance of discontent or discomfort. We saw a great deal of these compounds, and moved among the natives, all of whom appeared lively, cheerful and happy. Some were amusing themselves and an assembled crowd by playing

the native piano made of slabs of hard wood. Cards are the favourite pastime of a great many; the natives are great gamblers in their way. Others amuse themselves variously. There is no intoxicating liquor, so that the weekly expenditure in gingerbeer is enormous. Before the establishment of the compounds when the natives had the free run of the town, especially on Saturday nights, and could obtain alcoholic liquor after they had received their week's wages, Kimberley was a perfect pandemonium.

Every worker, white and black, has to lay aside his working attire on getting to the surface, in a compound that is covered over with close wire or cord netting so that nothing can be thrown over the walls.

We visited one of the principal offices where we saw diamonds prepared ready for sale, lying on a counter in small sorted loads on white paper. We took up one which we were told would probably fetch £2,000 of which there were several in the different parcels on the counter. In one of the sorting rooms where the diamonds were being classed for sale, we saw on one sheet of paper a parcel of stones valued at nearly £100,000.

We were allowed at another mine to go over it and assist at the counter in one of the large sorting houses in picking out diamonds from the heap of small stones brought up and laid out from the day's washing. The occupation was fascinating as we turned over the heap with a little piece of tin held in one hand and scraped along the board. We found several diamonds and were told that the value was probably over £1,000.

Accidents were frequent at the mines, but excellent provision is made in the Kimberley Hospital, and the greatest humanity and care is displayed by everybody when white or coloured men meet with an accident.

We did not extend our journeying before we saw the best side of residential Kimberley. In the town the Town Hall and Post-office, the High Court of Justice, the Public Library, the Kimberley Club and other institutions were excellently managed and provided for.

Suburban Kimberley looks quite smart and consists of the houses and villa residences of the mining employees and the Civil servants, the well-to-do tradesmen and commercial people of the town. There is a good water supply both for domestic and garden purposes, and every smart house is made smarter by its well-kept lawns, bowling greens, flower gardens and green-houses.

The water works have cost nearly a million of money. The water is obtained from the Vaal River about 17 miles distant.

The erection and subsequent improvements of the Town Hall have cost nearly £30,000.

The annual toll of wages paid by De Beers, nearly the whole of which is spent in Cape Colony, amounts to a very large sum.

The Colony benefits in other ways through the expenditure of De Beers to the extent of many thousands sterling annually. Gifts for deserving objects in the Colony are often made by the Company. Only the other day £10,000 was bestowed upon the Kimberley Library, Nazareth House Orphanage, Refuge Home, a Salvation Army Home, Byles Club, Beaconsfield Library, Beaconsfield and Kimberley Public Schools, St. Andrew's College, Grahamstown (£2,500), Victoria College, Stellenbosch (£2,500), Children's Home, Port Elizabeth, Barkly West Hospital and a number of small donations.

Among the direct beneficiaries of Kimberley's riches there are many Africanders who from the outset took their share of the blue ground and all that was in it. For example, we believe dividends to-day come to two Stellenbosch men alone to the extent of £80,000 a year between them. Thousands of families have likewise, in a lesser degree, been benefited throughout the land, and the day that sees the waning of the usefulness of the De Beers pound sterling, as it is at present distributed, will not be a bright time for many more indirect beneficiaries among the rank and file.

Postcarts to Barkly West, 22 miles N.W. of Kimberley, 5 hours, daily except Sun. 8 a m. and 3 p.m., 12s. 6d., Return £1; Doornlaagte, 30 miles W., 5 hours, Mon. and Thur., 10 a.m , £1 10s., Return £2 5s.; Schmidt's Drift, 45 miles W., 8 hours, Mon. and Thur., 9.45 a.m., £1 17s. 6d., Return £3 10s.; Campbell, 75 miles W., 12 hours, Mon. and Thur., 9.45 a.m., £2 17s. 6d.. Return £5; Griquatown, 105 miles W., 20 hours, Mon. and Thur. 9.45 a.m., £4, Return £6 10s.; Abrahams Kraal, 45 miles, Sun. and Wed., 10 a.m., £2, Return £4; Bloemfontein, 92 miles, Mon. and Thur., 9.45 a.m., £3 10s , Return £6; Boshof, 30 miles, daily, except Wed. and Sun., 9.45 a.m , £1, Return £1 10s.; Delport's Hope, 41 miles, daily, except Sun., 8.30 a.m., £1 2s. 6d., Return £1 17s. 6d.; Daniel's Kuil, 70 miles Sat. 8.30 a.m.; Gong Gong, 28 miles, daily, except Sun., 8 30 a.m. 17s. 6d., Return £1 10s.; Dealsville, 47 miles, Sun. and Wed. 10 a.m., £1 15s., Return £3 10s.

Kenilworth, suburb of Kimberley. P.O., T O. and M.O.O.

Beaconsfield, suburb of Kimberley, and Railway Station, 644 miles from Cape Town. Population: White, 2,794; coloured, 6,584. Resident Magistracy. P.O., T.O. and M.O.O

Beaconsfield is to Kimberley as Rondebosch is to Cape Town, with similar advantages such as a municipal township, offices, and all the conveniences of a court house and a gaol. The wonderful Du Toits Pan mine was discovered in Beaconsfield and the suburb came into existence chiefly on that account.

Modder River Railway Bridge.

Modder River station and village, 623 miles from Cape Town. P.O., T.O. and M.O.O. Hotel.

Postcart to Jacobsdal, 11 miles E.S.E. of Modder River, 1¾ hours; Koffyfontein, 36 miles S.E., 7¼ hours; Fauresmith, 68 miles S.E., 14¼ hours.

Warrenton Station, 44 miles N. of Kimberley. P.O. and T.O. Postcart to Warrenton Village, 30 minutes.

Warrenton. Village centre of diamond diggings, 2 miles W. of Warrenton Station, which is 691 miles from Cape Town. Periodical and Special J.P. Court. P.O., T.O. and M.O.O.

Windsorton Road (Alt. 3,836 feet.)—Station and hamlet, 27 miles N. of Kimberley, and 674 miles from Cape Town. P.O and T.O. Hotel.

Postcarts to Windsorton, 7 miles N.W. 1 hour, daily ex. Sun., 10.0 a.m., Sun., 2.30 p.m., 5s.. Return 10s; Boshof, 25 miles E S E of Windsorton Road, 3 hours; Bloemfontein 105 miles E.S.E. of Windsorton Road, 19 hours.

Approximate Road Distances.—Kimberley to Boshof 30 miles N.E.; Hoopstad, 110 miles N.E.; Bultfontein, 95 miles E.N.E.; Abraham's Kraal, 65 miles E.S.E.; Bloemfontein, 92 miles E.S.E.; Jacobsdal, 30 miles S.S.E.

Some Typical Returns.—Kimberley.—Diamonds, 2,737,167 carats, value £6,992,811; oathay, 63,070 bundles; lucerne, 83,650 bundles; wool, 81,247 lbs.; mohair, 12,022 lbs.; butter, 67,290 lbs.; cattle, 18,461; horses, mules, etc., 8,248; sheep, 50,061; goats, 50,855.

BARKLY WEST.—The Fiscal Division contains 4,024 square miles, and the census division a population of 4,533 white, and 12,767 coloured. The principal products are diamonds, wool, mohair, oathay, horned cattle, sheep, goats. The annual average rainfall is 18·20 inches, and the wettest month, March.

Barkly West. Latitude S. 28 deg. 30 min., longitude E. 24 deg. 30 min. Height, 3,800 feet. In Griqualand West, situated on the north bank of the Vaal River 24 miles N.W. of Kimberley, which is 647 miles from Cape Town. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotels, churches, and hospital.

The river is spanned here by an iron bridge of six spans, one of 108 feet and five of 75 feet. The diamond diggings are scattered on both banks of the river for about 35 miles on each side of the town.

Barkly West is the scene of considerable mining activity. At one time its population was 15,000 people, principally whites; a few months ago it was 200—to-day, according to appearances, the place bids fair once again to have a population like the early days. On the opposite side of the Vaal huge tracts of country have been taken up by public companies, and arrangements are being vigorously made to erect pumping, excavating machinery and washing plant to scoop and lift the alluvial debris and to wash and sort the diamondiferous gravel that covers the present river banks inland for miles afield and lies in the old river courses of bygone centuries. This impetus has been principally given through the recent discovery of rich alluvial diamondiferous ground on an area of land known as the Droogeveld, which was formerly owned by a struggling little syndicate, but now by a largely capitalised London Company. Other companies floated in Johannesburg, London and elsewhere have secured large areas of ground, the Pniel Estate, 80 square miles in extent, known as the Berlin Missionary settlement, being one of the latest to be acquired for the purpose of yielding up diamonds.

Even the richest alluvial diamond digging in this country has seldom, if ever, yielded a higher average than 6 to 8 carats per 100 loads which would not pay an ordinary company. But if only the half is true that is told of the newly-discovered alluvial formations on the Vaal River to-day, a new Kimberley with all its excitement and production of vast riches, will soon be astonishing the world.

Besides the winning of diamonds there is a steady business done by the farmers of the district in wool, hides, ostrich feathers and general produce.

Postcarts to Kimberley, 5 hours, 22 miles, 12s. 6d. Return £1, Gong Gong, 7 miles N.W. of Barkly West; Waldeck's Plant, 8 miles N.N.W.; Niekerk's Rust, 10 miles W.N.W.; Longlands, 13 miles W.N.W.; Delport's Hope, 18 miles N.W.; Danielskuil, 70 miles W.N.W. *via* Koopmansfontein.

Gong Gong, P.O. and small settlement of diamond diggers, 7 miles N.W. of Barkly West.

Postcart to Kimberley 28 miles 17s. 6d Return £1 10s.

Klipdam Village, 11 miles W. of Windsorton Road Station, C.G.R. which is 27 miles N. of Kimberley. Assistant Resident Magistracy. P.O., T.O. and M.O.O. Hotel and Churches. The village is one of the principal centres of the River diamond diggings.

Postcarts to Windsorton, 7 miles E.N.E. of Klipdam, 1 hour; Windsorton Road Station, 11 miles E., 2 hours; Klein Boetsap, 30 miles N.N.W. 7 hours; Boetsap, 34 miles N.N.W. 8½ hours.

Railway Bridge, Fourteen Streams.

Fourteen Streams, the junction of the C.G.R. line to Klerksdorp for Johannesburg, is 695 miles from Cape Town, and has a post-office, telegraph office and an hotel. The Cape Government Railway crosses the Vaal River a little to the south of Fourteen Streams by a bridge 1,330 feet long. Probably no name in South African nomenclature has excited the public imagination more than the name of this station. How many thousands of travellers have expected to behold fourteen magnificent streams of water running through the thirsty land and have wondered about the width, depth, source, course and outlet of these wonderful streams. Never a train of new passengers ever crosses the bridge without a craning of new necks looking for fourteen streams, often, in droughty times without seeing any at all.

Windsorton: Village 7 miles W.N.W. of Windsorton Road Station. Periodical Court. P.O., T.O. and M.O.O. Hotel and Churches. The village is an important centre for the River-diamond diggings.

Postcart to Windsorton Road, 1 hour, daily; Klipdam, 7 miles S.W. of Windsorton, 1 hour, 5s., Return 10s.

Approximate Road Distances.—Barkly West to Vryburg 120 miles N; Warrenton Railway Station, 42 miles N.N.E.; Fourteen Streams, do., 48 miles N.N.E.; Blikfontein, 75 miles N.N.W.; Kuruman *via* Blikfontein, 116 miles N.N.W.

Some Typical Returns. — Barkly. — Diamonds, 78,126¼ carats, value £298,029; oathay, 149,674 bundles; wool, 161,220 lbs.; skins, 16,223; butter, 23,652 lbs.; cattle, 16,046; horses, mules, etc., 4,134; sheep, 98,281; goats, 130,167.

HAY.—The Fiscal Division contains 6,526 square miles and the census division a population of 4,779 whites and 5,728 coloured. The principal products are wool, mohair, tobacco, sheep, goats, horned cattle, horses, mules. The average annual rainfall is 14·86 inches, and the wettest month, March

Griquatown. Latitude S. 28 deg. 52 min., longitude E. 23 deg. 17 min. Height 3,560 feet. Village 100 miles W. of Kimberley, which is 647 miles from Cape Town. Population: White 466, coloured 778. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotels and churches.

Postcarts to Campbell, 30 miles E. of Griquatown, 6 hours; Douglas, 40 miles E.S.E.; Belmont Station, 88 miles S.E. *via* Douglas and Thornhill, 18½ hours; Schmidt's Drift, 54 miles E.N.E. *via* Campbell, 10 hours; Doornlaagte, 66 miles E.N.E. *via* same route 13 hours; Kimberley, 105 miles E. 18 hours; Postmasburg, 40 miles N.N.W., 9 hours.

Approximate Road Distances.—From Griquatown to Kuruman, 105 miles N.; Draghoender, 85 miles S.W.; Prieska, 70 miles S.S.W.; Daniel's Kuil *via* Postmasburg, 80 miles N.; Hopetown, 90 miles S.E.

Some Typical Returns.—Hay.—Wool, 216,653 lbs.; mohair, 27,545 lbs.; skins, 46,112; butter, 16,094 lbs.; cattle, 10,138; horses, mules, etc, 7,882; sheep, 170,555; goats, 184,056.

VRYBURG, KURUMAN, AND TAUNGS.—The Fiscal Divisions contain 29,780 square miles and the census divisions a population of 5,140 white, and 48,589 coloured. The principal products are cattle, sheep, goats, mealies, Kaffir corn, wool. The annual average rainfall (taken at Vryburg) is 25 inches, and the wettest month, January.

Vryburg (Alt. 3,890 feet.) Town and Railway Station, 774 miles from Cape Town. Population: white 1,123, coloured 1,822. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and Churches. Town Hall and Public Library.

This town is the capital of Bechuanaland. It is a pretty place; contains a good hospital, the usual public buildings and three hotels. Irrigation works have been undertaken and great success has ensued in the yield of field and orchard produce. For about 75 days in the year, the rainfall averages 25 inches. A rich soil and an enlightened and energetic irrigation policy combined with the rain will ensure a great future for this district. Native game is abundant.

Postcart to Geluk, 31 miles W.S.W. of Vryburg, 7 hours, Sun. 6 a.m., £1 10s. (luggage allowed, 25 lbs., 6d. per lb. excess); Taung Valley, 50 miles W.S.W., 13 hours; Kuruman, 105 miles S.W., 36 hours, Sun. 6 a.m., £5, Return £7 10s. (luggage allowed, 25 lbs., 6d. per lb. excess); Bailybrith, 58 miles, Sun. 6 a.m., £3 3s., Return £4; Morokwen, 96 miles, Tues. (fortnightly), special cart for three persons, £20, on wire to Geeringh, Vryburg; Motito, 57 miles, Sun. 6 a.m., £3, Return £5 (excess luggage as above); Genesa, 48 miles, special cart, £10, on wire to Geeringh, Vryburg. Single or Return £1.

Geluk. Hamlet and P.O.; 35 miles W.S.W.

Postcart to Vryburg, 31 miles, £1 10s. (luggage as above.)

Genesa. Hamlet and P.O.; 48 miles W.N.W.

Postcart to Vryburg, 48 miles, special cart, £10 (wire to Geeringh, Vryburg.) Single or Return £1.

Taungs. Altitude 3,589 feet, 731 miles from Cape Town, is an important native village situated on the Harts River, three miles east of Taungs station. Resident Magistracy. P.O., T.O. and M.O.O. Hotel and churches. There are over 20,000 natives in location close to the town. Although the soil is fertile enough for any products, water is scarce. The natives make the most of cattle breeding.

Kuruman. Town and Mission Station, on the Kuruman River, 98 miles S.W. of Vryburg Station, which is 774 miles from Cape Town. Population: White 104; coloured 1,756. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotels and Churches.

Postcart to Vryburg, 105 miles E.N.E. of Kuruman, 36 hours, £5, Return £7 10s. (luggage allowed, 25 lbs, 6d. per lb. excess.)

Some Typical Returns.—Vryburg, Kuruman, and Taungs.—*Oathay, 89,023 bundles; *mealies, 6,943 muids; *tobacco, 9,232 lbs.; wool, 71,901 lbs.; mohair, 29,522 lbs.; skins, 18,805; butter, 46,926 lbs,; cattle, 35,485; horses, mules, etc., 4,368; sheep, 102,110; goats, 189,009.

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* Vryburg only.

MAFEKING.—The Fiscal Division contains 3,245 square miles, and the census division a population of 2,516 white, and 19,016 coloured The principal products are horned cattle, sheep, goats, mealies, Kaffir corn. The annual average rainfall is 27·1 inches, and the wettest month, January.

Mafeking. Town and station, 96 miles N. of Vryburg, and 870 miles from Cape Town. Population: White, 1,328; coloured, 1,385. Civil Commissioner and Resident Magistracy.

Mafeking is an important business centre. It has English, Dutch, Wesleyan and Catholic churches and a Masonic Temple. The Town Hall cost £10,000. There is also an excellent public hospital, and convent schools. The town is situated on the route to Mashonaland and is about nine miles from the Transvaal border. The position is such as to ensure a good commercial future. Water is plentiful for all purposes. There is the usual recreation ground and a good race course. In the near future a railway will in all probability connect Mafeking with the Rand, which will still further enhance the prosperity of the town and district.

An important discovery of gold bearing quartz reefs has been made near here. Several shafts have been sunk and many official assays made from the mineralised rock averaging about 1 oz. 3 dwt. to the ton. Earlier assays showed 1 oz. 9 dwts. per ton. The Government have proclaimed the area a goldfield in terms of the Minerals Act. The principal or discoverer's area is about eight miles in length from the farm Schoenwald to the southern boundary and about one and a quarter miles wide from east to west. The formation differs entirely from the Rand banket reef.

The **Kalahari Desert**. From Mafeking this interesting country may be easily penetrated. The climate is excellent, and in winter time bracing for all constitutions.

During the recent war in German West Africa cattle were trekked over from Vryburg across the Kalahari Desert to Rietfontein on the borders of German South West Africa, opening up a new trade route for cattle. The venturesome traders aver that they and their beasts, although going without water for three whole days, were provided by Nature with a substitute in the shape of edible bush and the wild Tsama, a fleshy kind of water-melon, or pumpkin, which grows plentifully throughout the Kalahari. The cattle besides being able to do without water, actually became fat on the arid journey, a trek distance of about 300 miles.

In the opinion of travellers who have crossed the so-called desert the Kalahari will one day, as soon as enterprising men choose to take the opportunity that is given for exploration and the probable discovery of minerals, become an extensive grazing area. The extent is fully one thousand miles long and from three to five hundred miles wide. Game, such as wild buck, is plentiful throughout the country. The discovery of a good mineral field in the Kalahari would at once open up this part of the country through the influx of population that would be attracted.

Indications of minerals have been found in many parts of the Kalahari which is a great plateau with occasional gentle ridges.

Quite recently a Police Commission went on patrol with camels across this region from Upington to Rietfontein; they made a detour and returned after traversing a distance of 500 miles. The camels had no water for nineteen days,

subsisting on the edible bush and Tsama. There were strong indications that water would be obtained by shallow sinking.

Some years ago the Hottentot chiefs advised the Kimberley Expedition that was sent out by Mr. Cecil Rhodes to obtain concessions, prior to the country being alloted to the Germans, that they should take with them 100 milch goats so as to supply the Expedition with milk, night and morning. This was done and they had their supply accordingly, although the goats derived their sustenance from the edible bush and the Tsama. The expedition returned safely after twelve months' absence without having lost either a man or a beast.

Already the railway runs from De Aar to Prieska, a distance of 100 miles. Were we to prophesy we should say that mineral discoveries would cause that railway to be extended westerly, probably to Upington, and on to Namaqualand, to communicate with the famous copper mines of O'okiep; and as the march of progress thus continued, other finds on and off the beaten track would be made till that longed-for day that other wiseacres have prophesied, and the Colony has hoped for, will have arrived, when the miner and the tiller of the soil will together win the vast treasures of the rocks and the cultivated fields—the miners' richer yields giving impetus to the homely agriculture.

Postcarts to Ottoshoop, 18 miles N.E. of Mafeking, 3½ hours Tues., Thur. and Sun. 5 a.m., £1, Return £1 15s.; Krugersdorp, 140 miles E., 30 hours; Ventersdorp, 78 miles, Mon., Wed. and Fri., 3 a.m., £3 10s., Return £6 10s.; Lichtenburg, 36 miles, Mon., Wed. and Fri., 3 a.m. £1 10s.. Return £2 15s.; Potchefstroom, 125 miles, Sun., Wed. and Fri., 6 a.m., £5, Return £8 5s.: Zeerust, 30 miles, Tues. and Thurs. 10 a.m., Sun. 10·30 a.m., £1 10s., Return £2 15s.

Some Typical Returns.—Mafeking.—Kaffir corn, 10,236 muids; wool, 11,907 lbs.; mohair, 5,192 lbs.; butter, 21,848 lbs.; cattle, 14,651; horses, mules, etc., 2,000; sheep, 23,107; goats, 39,323.

Tenth Tour.

And a Trip to the Victoria Falls.

BY joining one of the specially organised tours arranged from time to time by the Cape Government Railway Department or by taking an ordinary train, the tourist may, if he desire, proceed to the great Rhodesian Waterfalls where Africa's principal river, the mighty Zambesi, plunges 400 feet over a precipice into a vast chasm or canyon.

It is probably one of the cheapest excursions ever organised to one of the greatest wonders of the world.

The train journey is made very pleasant by the excellent catering and attendance. As the train is a "Falls Special," the stops are comparatively few.

At Kimberley.

The journey is broken at Kimberley, where the passengers are allowed enough time to enjoy a visit to the Diamond Mines, another portion of the world's wonderland, permits being provided so that they may penetrate beyond the veil that hides the inner workings from the general public. These permits are available for all *bona fide* tourists, whether *en route* to the Falls or not. Exciting rides in novel mine waggons and trolleys, ascents and descents in and out of immense cavities in the peculiar blue and yellow diamond-bearing ground or "pipes"—seeing and handling the precious gems extracted from the great masses of ground that we saw blasted into debris—watching and wondering as the diamonds are washed from the debris and ultimately sorted and valued in the official *sanctum sanctorum*, are all part of the programme that probably concludes with a tour of the Kaffir compounds, where the black workers are having their recreation and games, as happy as any sand-boys in the open

On the train again, a call is made at historic Mafeking, and then no further halt of importance till Bulawayo is reached.

A few hours later we arrive at Matoppos, whence we leave by cart for a few miles to the foot of the Matoppo hills, up which we climb till the summit of the magnificent "World's View" is attained. Thoroughly does it deserve the designation.

"Here lie the remains of Cecil John Rhodes."

We linger by the solitary tomb of the founder and benefactor of the country, and on descending obtain the services of a "Cook's" guide.

Perpetual Rain.

On arrival at the Falls we are escorted through the Rain Forest, a beautiful woodland of tropical trees and undergrowth. Here we have the phenomenon of perpetual rain. This is caused by the tremendous impact of the great volume of water falling on the rocks below, the pressure forcing part of it back into space where it dissolves into a great cloud of steam-like vapour, forming a fine showery descending spray. The sunlit rain-cloud crowning the falling waters displays the prismatic effect of a brilliant rainbow; thus Nature gathers from the heavens the hues to adorn a grand tableau of her own making.

Inasmuch as the levels of the country above the Falls and immediately below the cataracts are about equal, a reason has to be found for what at first appears like an amazing freak of nature. The explanation is that the great gorge is not the result of an earthquake or a geological fault or up-thrust, but

The Rainbow Fall.

was formed by the gradual disintegration and erosion of soft country rock during the countless years of past geological epochs.

On the River.

Trips up the river in native dug-outs or canoes, or by motor launches, are of daily occurrence. But let us prophesy for the sojourner of many days as well as the hourly tripper. We foretell some of the joys of exploration to the lover and student of nature, for everything is as David Livingstone found it—the bridge that spans the mighty stream serving but to throw up nature's marvels in great relief. Going up the river and among its wild fowl or among the luxuriant flora of dewy grass-lands and bush we presently choose a camping ground and thereon pitch our tent. Perhaps early next morning, with fowling piece and fishing tackle, we venture up stream, paddling and punting amid long walls of festooned reeds, over-shadowing tree-fringed banks of mimosas. sycamores and kigelias, grassy islands, an occasional village and inquisitive natives. Here and there on the islands and in the mud on their banks we will probably meet a crocodile. We don't waste shot upon him. He looks ugly, but that is not his fault, if fault it be, and he doesn't want to intrude into our domains or our affairs. Many of the birds are different to any we have seen before. On the banks of those little reedy islands or in the shallow water on the sand pits we shall perhaps see the graceful heron and crane in many varieties, solitary and sad-looking—not seen nearly as often as once upon a time, and they look hungry and lean—sometimes they are very small; some snowy white, others blue and white and grey. In the neighbourhood of the Falls flocks of

sailing pelicans once fished and gorged as is their wont. Even to-day when man, the enemy of primitive solitudes and wildernesses, has scared away the schools and flocks of beasts and birds, a few may yet be seen flitting and prowling to and fro as though taking stock of their *bete noir* and his doings with a view of publication. Not quite frightened away from the old up-stream rendezvous may still be met the *Para Africana* that walks on the yielding surface of floating and growing leaves and grass with as much ease as other birds do on solid land. It is a small gentle bird about the size of a pigeon, but raised on a pair of extraordinary stilts of legs and furnished with four toes out of all proportion to the rest of its body, but serving the purpose of walking on the floating vegetation. Some works on natural history describe this bird as noisy and quarrelsome, whereas it is quiet and docile in comparison, at least, with its screaming restless neighbour, the grey plover, so common on all the rivers. A very annoying bird this plover, for if there is a moment when you are hunting and wish to be quiet and unknown to the living things of land and water, it seizes that very moment to come wheeling over-head and sets up screams of alarm making all the birds and beasts in the neighbourhood aware of your presence. We once got quite close to the hippopotamus of the Zambesi. We had been told he is ferocious and stupid, but we found that timidity rather than ferocity was his most marked feature. His hairless body, ridiculously short legs, great belly approaching the ground and much in the way of his running, his broad flattened muzzle, his projecting eyes surmounted by mere tufts of ears and his general puncheon-like outline terminated by a ludicrous little twig of a tail produce an appearance that excites laughter but never fear.

How Livingstone Discovered the Falls.

The best view of the rainbow clouds, before described, is obtained between three and five miles up the river where Dr. Livingstone, the discoverer of the Falls, first saw them. He thought they were the smoke of burning grass or forest. As he saw it, and as it usually appears to-day, the "smoke" ascended in five separate columns—whilst rising it was white—when it reached its highest point it appeared black. As the columns of vapour became visible there was heard a dull roaring sound, like the sound of fire driven by a strong wind. The natives had often asked Livingstone if, in his country, there was smoke that sounded, assuring him that in their country such smoke did exist. He at last beheld the smoke and heard the sound with awe, and rowed on full of desire to know more. He soon found that the stupendous columns were not columns of smoke, but of vapour rising from some unexplained cause. He saw that after reaching the height of 200 or 300 feet they fell back again in showers of rain. Whilst rising they appeared like the steam which escapes from hot springs or from the safety valve of an engine. On approaching still nearer, Livingstone saw the river before him bend over the edge of a precipice down which it evidently fell. The origin of these remarkable vapour columns was now apparent —produced as we have explained. But a most remarkable thing appeared; the Falls seemed to be the end of the river. Beyond the point at which its waters were seen to bend over the edge of the precipice, there appeared to be nothing but land. Only a few dozen feet away there was land—land too on a level with the river at the point of its fall.

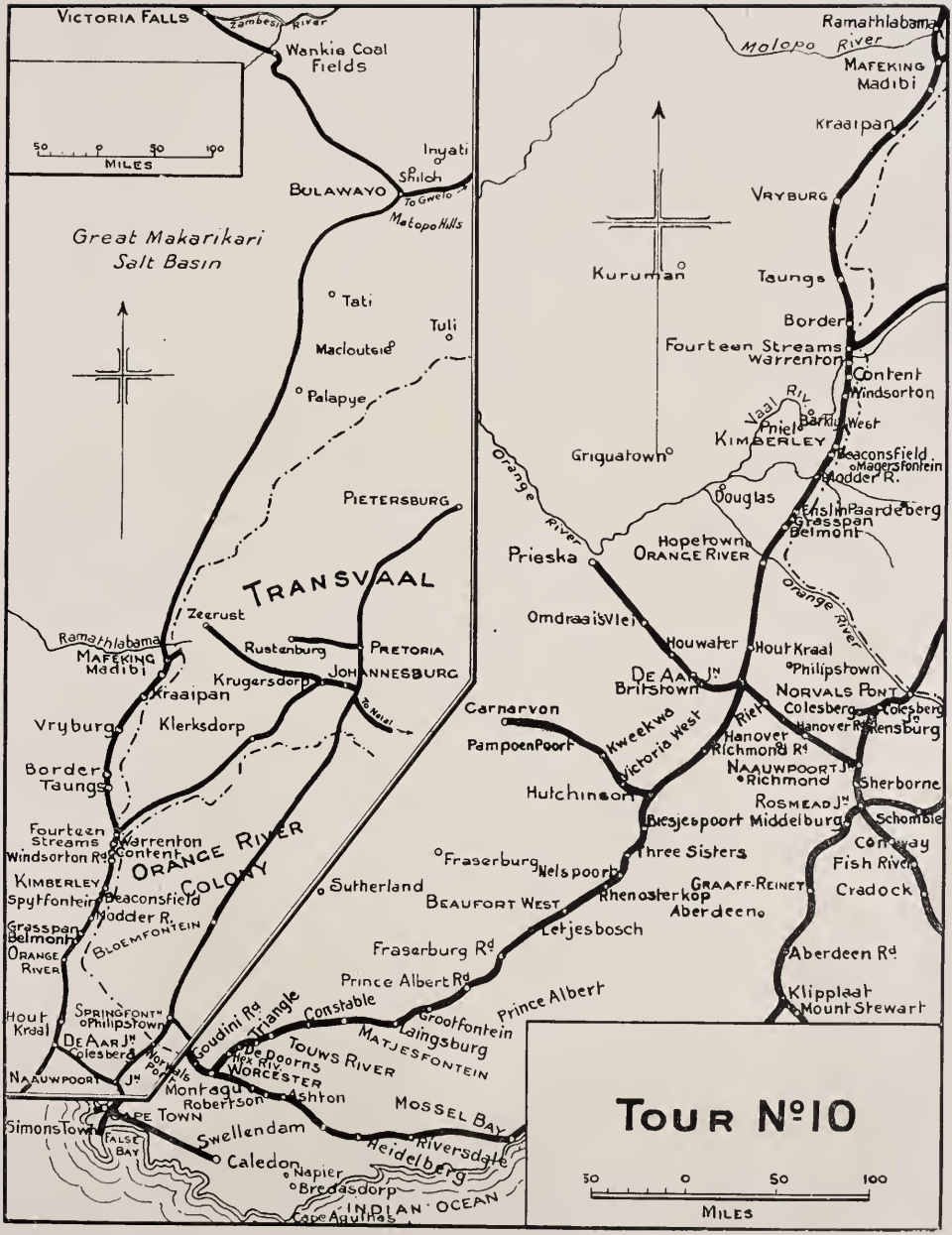
Unlike the wonderful Niagara Falls which leap down into the lower plain and then flow on straight away from the foot of the fall between natural river banks, this fall was leaping into a great rocky opening in the earth which had extended to the river's full width, and, having leaped into it, the river seemed to end or continued to flow in a subterranean course.

As Livingstone approached the fall he directed his boat, at great risk, to a small island in mid stream. Safely landed he crossed to the edge, hanging over the mysterious chasm into which the river fell, and looked eagerly and curiously down as far as the rising vapour would permit. Here the river is nearly 5,000 feet wide, the immense cavity into which it falls, rather longer and about 150 feet across. The Falls and the face of this opposite rock are almost perpendicular and sink down to a depth of 400 feet.

The scene of wild boiling confusion presented by the waters at the bottom of the fall baffles description.

Further investigation showed that the river neither terminated nor took a subterranean course. On one side of the immense fissure there is an opening through which the waters find their way into their future channel.

From the moment we surveyed the glories of the "World's View" till our last glimpse of the sunlit cloud of fleecy white rain, poised for eternity over Zambesi's great cauldron, we felt that we had been out from the world of little hum-drum into the presence of infinite majesty.


VICTORIA FALLS
Zambesi River
Wankie Coal Fields
50 0 50 100
MILES
Inyati
Shiloh
BULAWAYO
To Gwelo
Matopo Hills
Great Makarikari Salt Basin
Tati
Tuli
Macloutsie
Palapye
PIETERSBURG
TRANSVAAL
Zeerust
Rustenburg
PRETORIA
Ramathlabama
MAFEKING
Madibi
Krugersdorp
JOHANNESBURG
To Natal
Kraaipan
Vryburg
Klerksdorp
Border
Taungs
Fourteen Streams
Warrenton
Windsorton Rd
Content
KIMBERLEY
Spytfontein
Beaconsfield
Modder R.
Grasspan
Belmont
ORANGE RIVER
BLOEMFONTEIN
ORANGE RIVER COLONY
Sutherland
Springfontein
Philipstown
Hout Kraal
De Aar Jn
Colesberg
Naauwpoort
Jn
Hex R.
Hex River Poort
Touws River
Worcester
Montagu
Robertson
Ashton
Triangle
Constable
Coudini Rd
De Doorns
Grootfontein
Laingsburg
MATJESFONTEIN
Prince Albert Rd
Prince Albert
Fraserburg Rd
Beaufort West
Leeu Gamka
Leeu Gamka
Leeu Gamka

TOWARDS Cape Town on the return journey from the Falls the tourist will probably desire to visit the neighbouring States, changing at Fourteen Streams for Bloemfontein, Pretoria and Johannesburg and ultimately completing his Cape Colonial Tours by returning *via* De Aar to Cape Town.

The first stopping place by the Train de Luxe after leaving De Aar for Cape Town is Richmond Road.

RICHMOND.—The Fiscal Division contains 2,860 square miles, and the census division a population of 1,862 whites and 3,019 coloured. The principal products are wool, mohair, butter, cheese, sheep, goats, horned cattle, fruit. The annual average rainfall is 14·24 inches, and the wettest month, March.

Richmond. Lat. S. 31 deg., 25 min., long. E. 23 deg., 57 min , height 4,700 feet. Town, 24 miles S.E. of Richmond Road which is 452 miles from Cape Town. Population : White 825 ; coloured, 1,176 Civil Commissioner and Resident Magistracy. P.O., T.O and M.O.O.

If one wants a touch of really cold European weather sufficient to harden one up for the next Arctic expedition, a short winter's residence in Richmond will suffice. The air is so clear, dry and bracing that a gradual spring, summer and autumn acclimatisation will enable even the possessor of a weak chest to endure the winter with benefit. Seasonably there is plenty of good fruit, and large flocks of well-grazed sheep reared on some of the most succulent herbage in the Colony ensure no lack of luscious mutton chops of Southdown quality.

The town is one of nature's highly favoured little places, with plenty of good water. Indeed, the whole district is similarly favoured. The population is entirely agricultural. Large quantities of produce, particularly fruit, are sent to all available markets.

Postcarts to Dassiefontein 32 miles E.S.E. of Richmond, 5 hours ; Richmond Road, 24 miles, daily, 8s.; Return 15s., Children half-price.

Richmond Road (Alt. 4,084 feet). Railway Station. P.O., T.O. and M.O.O. 452 miles from Cape Town. Postcart to Richmond as above, 5.0 a.m. daily.

Approximate Road Distances.—From Richmond to Britstown, 90 miles N.N.W. ; Hanover, 45 miles N.E. ; Middelburg, 70 miles E. ; De Aar, 56 miles N. ; Murraysburg, 45 miles S.

Some Typical Returns.—Richmond.—Oathay, 232,891 bundles ; lucerne, 116,995 bundles ; wool, 531,590 lbs. ; mohair, 95,054 lbs. ; skins 31,010 ; butter, 6,629 lbs. ; cattle, 5,070 ; horses, mules, etc., 2,051 ; sheep, 107,691 ; goats, 48,556 ; ostriches, 1,030.

VICTORIA WEST.—The Fiscal Division contains 4,839 square miles, and the census division a population of 3,624 white, and 3,930 coloured. The principal products are wool, mohair, oathay, tobacco, fruits, sheep, goats. The average rainfall is 12·68 inches, and the wettest month, March.

Hutchinson Station, 8 miles S E. of Victoria West.

Victoria West. Latitude S. 31 deg. 25 min., longitude E. 25 deg. 7 min. Height, 4,100 feet. Town and station. Civil Comissioner and Resident Magistracy. P.O., T.O. and M.O.O. Population: White 1,177, coloured 1,585.

Some Typical Returns.—Victoria West.—Oathay, 104,614 bundles; wool, 346,062 lbs.; mohair, 47,831 lbs.; skins, 36,492; cattle, 1,606; horses, mules, etc., 3,580; sheep, 118,314; goats, 37,947.

CARNARVON.—The Fiscal Division contains 6,301 square miles, and the census division a population of 2,746 white, and 3,046 coloured. The principal products are wool and sheep. The average annual rainfall is 7·65 inches, and the wettest month, March

Carnarvon. Lat. S , 30 deg., 58 min., long. E. 22 deg., 8 min., height 4,060 feet. Railway terminus of branch line. Centre of a sheep rearing district 88 miles N.W. of Victoria West Road Station, which is 419 miles from Cape Town. Civil Commissioner and Resident Magistracy. P.O , T O. and M.O.O. Hotels, Churches and Public Offices. Population: White 613; coloured, 1,250.

This town is reached by train from Hutchinson, formerly called Victoria West Road. The railway to Carnarvon has recently been opened. For many years the opinions of the district were freely expressed to the effect that when the railway came to Carnarvon increased prosperity would quickly follow, and there is no doubt that the division will benefit very greatly by railway communication. A movement is afoot in the district for the establishment of irrigation works, and in many ways steps are being taken to conserve water wherever practicable.

There are said to be indications of the presence of petroleum in the Carnarvon district; a kindred mineral oil has been discovered near the surface. Exploration for petroleum is like sinking for artesian water, thousands of feet of rock may have to be pierced before a true flow of artesian water or oil can come forth. In course of time this will probably be done.

Diamonds also are reported to have been found a few miles outside Carnarvon.

Postcart to Van Wyk's Vlei, 82 miles, Sats. 5 p.m., £2 10s., Return £4.

Van Wyk's Vlei. Altitude, 3,310 feet. Village 45 miles N.W. of Carnarvon. P.O., T.O. and M.O.O. There is an enormous dam here with a capacity of several thousand millions gallons of water which is never dry except in times of greatest drought.

Some Typical Returns.—Carnarvon.—Wool, 78,958 lbs.; skins, 29,501; cattle, 3,236; horses, mules, etc., 4,598; sheep, 98,970; goats, 32,897.

MURRAYSBURG.—The Fiscal Division contains 2,035 square miles, and the census division a population of 1,619 white and 1,945 coloured. The principal products are wool, mohair, ostrich feathers, oathay, fruits, butter, sheep, goats, horned cattle, ostriches. The annual average rainfall is 13·27 inches, and the wettest month March.

Murraysburg. Latitude S. 31 deg. 57 min., longitude E. 23 deg. 48 min. Height, 3,800 feet. Town 40 miles E.S.E. of Biesjespoort Station which is 404 miles from Cape Town and 55 miles W.N.W. of Graaff-Reinet Station, which is 185 miles from Port Elizabeth. Population: White 713, coloured 558. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotels and churches. The town is a farming centre.

Postcart to Biesjespoort Station, 40 miles N.W. of Murraysburg, 9 hours, £1, Return £1 15s. ; Graaff-Reinet, 60 miles E.S.E , *via* Zuurpoort and Oudeberg, 11 hours, £1 10s.

Approximate Road Distances.—Murraysburg to Victoria West, 63 miles N.W. ; Richmond, 45 miles N. ; Aberdeen 68 miles S.S E. ; Beaufort West, 85 miles W.S.W.

Some Typical Returns. - Murraysburg.—Oathay, 177,351 bundles ; lucerne, 188,540 bundles ; wool, 245,897 lbs. ; mohair 317,141 lbs. ; skins, 19,366 ; ostrich feathers, 3,646 lbs. ; butter, 10,476 lbs. ; cattle, 4,081 ; horses, mules, etc., 2,441 ; sheep, 61,114 ; goats, 98,106 ; ostriches, 3,764

The "4 up."

Conductors and guards on the line who have served for many years have often strange tales to tell. The Conductor of our homeward train, as we passed through the Karoo near Beaufort West had in his time been an impromptu mid-wife and undertaker on more than one occasion. For instance the "4 up" was signalled to stop one day at a little siding, and as she drew up an old coloured woman was seen running, leaping, walking and halting across the Karoo in an excited gasping condition, apparently coming from the horizon right out from nowhere. She was waving her hands wildly in the air to stop the train, and everybody crowded to the carriage windows to learn what was the matter. At last the old woman staggered to the footboard. The conductor opened the door and literally lifted her in. She was a poor old Hottentot who had walked and run many miles over sharp rugged stones, sand and thorn bushes. Her veldschoenen had been either thrown away or torn from her feet which were cut and bleeding. She was evidently starving and exhausted, and sank down on the floor of the carriage in a deadly faint from which she never recovered. Fearing this, the conductor remained in the compartment and did his best to comfort and revive her. "I closed the old woman's eyes as I have done before for other way-farers, feeling there was something heroic about the matter," said he sorrowfully. And so there was, for at the next station we learnt that the woman had been telegraphed for to the nearest receiving office and the message sent overland to a distant farm where she worked to tell her that her son—a coloured boy working on the line, was at the point of death, and the old woman had started instantly without food and had run and walked over the terrible veld in the hot noonday sun nearly 20 miles to intercept the train that would take her to her boy. "Yes," said the conductor, "I have had many strange adventures. I remember once standing near a wayside railway station when, just as we were starting, the door of one of the compartments containing a number of Kaffirs suddenly opened and I saw a Kaffir's bare legs emerge from the doorway and hang from the side for a time. I then saw

his body appear, suddenly curl up almost like a ball, the head apparently doubling into the pit of the stomach, and literally roll out of the compartment right down the embankment into the culvert at the bottom and disappear. Although the train was stopped and a search was made that went on for weeks, nothing was ever again seen of that Kaffir; nobody knows who he was, where he came from, where he was going to, or where he ultimately went to."

BEAUFORT WEST.—The Fiscal Division contains 6,374 square miles, and the census division a population of 4,841 white and 5,921 coloured. The principal products are wool, mohair, sheep, goats, and fruit. The annual average rainfall is 9·82 inches, and the wettest month March.

Beaufort West. Lat. S. 32 deg. 21 min., long. E. 22 deg. 34 min., height 2,850 ft. Population White, 1,500; coloured, 1,800. Town and railway station, 339 miles from Cape Town. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotels and Churches.

There are people who think that there is no oasis in the droughty parts of the Karoo. A visit to Beaufort West recently proved the contrary. Years ago we first visited this town. Then the river was dry and so was Beaufort.

In keeping with South Africa's reputation as a country of surprises, our next visit years after was very different, for we were fortunate enough to arrive when the heavens had opened more widely than usual and let down copious deluges of water so that the reservoir, which is understood to hold more than 500,000,000 gallons, was almost overflowing. The river also ran over its banks and flooded the neighbouring country. Never before have the waters been known to come down like this at Beaufort West.

The Reservoir.

It is the only place on this part of the railway line that aspires to the dignity of a town. There is a good library. The people are very sociable and enterprising. The Dutch Reformed Church is a fine edifice with a spire. The town which possesses two good hotels, is often resorted to by persons with weak lungs who find the keen dry invigorating air very beneficial.

It is very difficult to find anybody who has lived in the place a few years, or in its vicinity, not more or less well-to-do, perhaps owning a farm, a store, or following some occupation which brings them in a comfortable living. Of course, the district is purely agricultural. The sheep farms produce great quantities of wool which is the principal product. The soil is very rich in many parts of the adjacent country, and although the rainfall is not regularly plentiful, great results are expected from irrigation. The water that supplies the town comes from springs and the dam which we have already mentioned. The Forestry Department has a plantation near the town.

Coal has been discovered in the vicinity of Beaufort, but little has been done to work and win it.

Postcart to Slangfontein, 60 miles N.N.W., 14 hours.

Approximate Road Distances.—Beaufort West to Sutherland, 120 miles W.; Fraserburg, 90 miles N.W.; Carnarvon, 130 miles N.N.W.; Victoria West, 85 miles N.E.; Murraysburg, 85 miles E.N.E.; Aberdeen. 110 miles E.

Some Typical Returns.—Beaufort West.—Oathay, 118,311 bundles; lucerne, 109,150 bundles; dried fruit, 9,240 lbs.; wool, 392,186 lbs.; mohair, 203,769 lbs.; skins, 48,539; cattle, 2,475; horses, mules, etc., 5,088; sheep, 134,014; goats, 100,689.

FRASERBURG.—The Fiscal Division contains 9,950 square miles, and the census division a population of 4,119 white, and 2,350 coloured. The principal products are wool, sheep and fruits. The annual average rainfall is 6·35 inches, and the wettest month, March.

Fraserburg. Latitude S. 31 deg. 54 min., longitude E. 21 deg. 31 min. Height, 4,200 feet. A village, and sheep farming centre, 80 miles N.N.W. of Fraserburg Road Station C.G.R. which is 290 miles from Cape Town. Population: White 356, coloured 546. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O.

Postcarts to Fraserburg Road Station, 84 miles S.S.E. of Fraserburg *via* Tamboersfontein, Riet Vlei and Steenkamps Poort, 18 hours, £3, Return £5; 72 miles N.W. of Fraserburg, 18 hours.

Approximate Road Distances.—Fraserburg to Brand Vlei, 142 miles N.N.W. *via* Williston; Carnarvon, 84 miles N; Victoria West, 110 miles E.N.E; Kenhardt *via* Hartogh's Kloof, 210 miles N.

Some Typical Returns.—Fraserburg.—Dried fruit, 32,200 lbs.; wool, 136,370 lbs.; skins, 40,857; horses, mules, etc., 7,003; sheep, 234,639; goats, 62,302.

Our guard told us an incident of "construction" days at Fraserburg Road many years ago, when the pace of the passenger train came far short of to-day's, and when halts were many and stoppages long. On the occasion referred to, the train had resumed its journey for about eight or nine miles after a long wait that made the impatient passengers very angry, when, to everybody's disgust, it suddenly stopped and backed over the same ground right into Fraserburg Station again. The guard had been left behind! He had been so absorbed by a visit to the hotel that he forgot his train had but a few minutes, and the station-master, thinking he was aboard, started the train without him. The fascinations of the barmaid or her wares had been too many for a heart which even continual railway travelling had not entirely reduced to a fossil, and blinded by her beauty or confused by the aroma of her beverages he had sighed and lingered.

PRINCE ALBERT.—The Fiscal Division contains 4,293 square miles, and the census division a population of 5,166 white, and 4,178 coloured. The principal products are wool, mohair, butter, wheat, oathay, raisins, fruits, sheep and goats. The annual average rainfall is 6·70 inches, and the wettest month, March.

Prince Albert Road, (Alt. 2,020 feet.) Station P.O., T.O. and M.O.O. and hamlet on C.G.R. 265 miles from Cape Town. Here postcarts await passengers to Prince Albert, 28 miles S.E. of Prince Albert Road, 5 hours, daily, 11.30, Return, £1 5s.; Oudtshoorn, 88 miles, £2 15s.

The passenger might, if he chose, book through by the same postcart to Oudtshoorn.

The journey to Prince Albert is through ordinary Karoo veld, the principal vegetation being the Karoo herbage and mimosa trees.

Prince Albert. Lat. S. 33 deg., 11 min., long. E. 22 deg., 2 min., height, 2,120 feet. Village 23 miles S.E. of Prince Albert Road Station, C.G.R. which is 265 miles from Cape Town. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Population: White 1,029; coloured, 749.

The town is one of those which may be aptly termed an oasis in the Karoo. The freshness of everything and the productiveness of the soil are owing to the plentiful supply of water which the district derives from mountain streams and rivulets. The water is skilfully directed by the industrious farmers on to their lands and made full use of for productive purposes. There are scores of villages and hamlets in Cape Colony, like Prince Albert, nestling away from the busier haunts of city dwellers, holding out prosperity and even wealth to the tillers of the soil who will use Nature's bounties aright, favoured and aided by a climate which is clear and free from year to year of harmful fogs or destructive storm winds, with a soil which, when sprinkled with water and tickled with the hoe, will produce almost anything that grows.

It seems to be the lot of Prince Albert that everything shall not be left to the tiller of the soil, for the miner with his napping hammer and dynamite has appeared. He has searched for gold and found it, and there are indications of Rand-like doings looming in this rural land within thirty miles of the town. At Spreeuwfontein, about that distance, alluvial gold has been found, and at Zeekoegat several promising mines have been opened up, so that there is a definite opinion abroad that if a small amount of the huge sums of money that have been poured into other places for development purposes would come to Prince Albert, a valuable goldfield will begin in earnest there.

Postcarts to Prince Albert Road Station, 28 miles N.W. of Prince Albert, 5 hours, daily, Return, £1 5s.; Oudtshoorn, 60 miles S.S.E. of Prince Albert *via* Groot Kraal and Schoeman's Hoek, 10 hours, £1 7s. 6d., Return less 5 per cent.; George, 75 miles S.E. of Prince Albert *via* Oudtshoorn, 27½ hours; Klaarstroom, 30 miles E.S.E. of Prince Albert, 7 hours. Fri, G.O., No fixed fares; Vondeling, 70 miles E.S.E of Prince Albert 13½ hours; Willowmore Village and Railway Station, 100 miles E of Prince Albert, 19 hours.

Laingsburg. Altitude 2,126 feet. Village and station on C.G.R. 213 miles from Cape Town. Assistant Resident Magistracy. P.O., T.O. and M.O.O. Population: White 618, coloured 647.

Postcart to Ladismith, 60 miles S.E. of Laingsburg, 14 hours, Amalienstein, 77 miles S.E. of Laingsburg, Wed. and Sun., 8.30, £1 10s., Return, £2 10s., 17½ hours, Wed and Sun, 8.30 a.m., £1 17s. 6d ; Calitzdorp, 90 miles E S.E. of Laingsburg, 22½ hours, Wed., Sun., 8 30 a.m., £2 5s., Return, £4.

Approximate Road Distances.—From Prince Albert to Beaufort, 75 miles N N.E ; Willowmore, 100 miles E S.E. ; Fraserburg Road Railway Station, 36 miles N.

Some Typical Returns.—Prince Albert.– Oathay, 240,042 bundles ; tobacco, 36,285 lbs. lucerne, 228,139 bundles ; spirits, 39,335 gals. ; dried fruit, 222,390 lbs. ; wool, 160,342 lbs. ; mohair, 62.409 lbs. ; skins, 22,893 ; ostrich feathers, 4,430 lbs ; cattle, 1,936 ; horses, mules, etc., 5,905 ; sheep, 83,830 ; goats, 83,767 ; ostriches. 2,914.

LADISMITH.—The Fiscal Division contains 1,256 square miles, and the census division a population of 4,926 white and 3,750 coloured. The principal products are wheat, oathay, tobacco, raisins, ostrich feathers, fruits and butter. The annual average rainfall is 14·18 inches, and the wettest month, March.

Ladismith. Lat. S. 33 deg. 29 min., long. E. 21 deg. 17 min., height 1,860 feet. Town, 65 miles S.E of Laingsburg Station which is 213 miles from Cape Town. Population: White, 599; coloured, 530. Civil Commissioner and Resident Magistracy. P.O., T.O and M.O.O.

Bridge at Laingsburg.

At Laingsburg, a well-to-do agricultural town and railway station on the Karoo, the tourist may break his journey and take a conveyance for the town of Ladismith, 60 miles distant, which he would reach in fourteen hours. This is not recommended so much on account of the scenic attractions of Ladismith, as because there may be advantages to be gained by the settler who wishes to go into agriculture as a profession. Under the new Cape Irrigation Policy, Ladismith, which has for long desired the advantages of irrigation, should now realise better things than it has done in the past. The soil, especially along the river side and in the vicinity of the rivulets which rise in the Zwartberg range of mountains, is exceedingly fertile and of great depth, and cultvation proves very profitable. The ordinary land of the veld is, generally speaking, quite good enough for ordinary farming and grazing.

Then there is something in the climate and soil of the district which enables the vigneron to succeed in his profession. The grapes produced are of the finest possible quality, and there ought to be a great future for the district in the making and marketing of good wine and brandy.

There are no better openings anywhere in the Colony for ostrich farming accompanied by the cultivation of lucerne. Some of the best ostrich feathers produced in Cape Colony come from Ladismith.

Postcarts to Laingsburg Railway Station, 60 miles N.W. of Ladismith, 14 hours, £1 10s., Return £2 10s.; Riversdale 50 miles S. of Ladismith *via* Ockert's Kraal and Muis Kraal, 9 hours, Thur. 8 p.m., £1 7s. 6d.

Approximate Road Distances.—Ladismith to Prince Albert *via* Seven Week's Poort, 70 miles N.E.; Oudtshoorn *via* Calitzdorp, 63 miles E.S.E.

Some Typical Returns.—Ladismith.—Oathay, 191,886 bundles; tobacco, 112,470 lbs.; lucerne, 1,212,005 bundles; wine, 5,044 galls.; spirits, 61,665 galls.; dried fruit, 285,328 lbs.; skins, 13,662; ostrich feathers, 18,368 lbs.; butter, 13,171 lbs.; cattle, 4,829; horses, mules, etc., 3,378; sheep, 7,527; goats, 70,130; ostriches, 12,021.

MATJESFONTEIN may be said to be the result of individual enterprise in the sense that the whole place belongs to one man. Nevertheless *paterfamilias* with a large family may visit Matjesfontein and find every domestic advantage at the only hotel, a magnificent establishment run at reasonable rates; good shooting in the near vicinity; a climate that might restore such lung power to a consumptive as would fit him for a live-stock auctioneer or to be a chief trombone player in the local band. The town is the pink of cleanliness and good order; the local police have not yet captured a single "drunk" and a prosecution of any kind is, we believe, almost unknown in the memory of the oldest inhabitant. The Chief Constable is a man of many parts, particularly photographically, and the writer offers him his thanks for the excellent photograph of the town which accompanies these notes.

The healing climatic excellence of Matjesfontein is aided by the mixed ozone laden air currents that come from the wide Karoo and the adjacent hills and valleys.

SUTHERLAND.—The Fiscal Division contains 4,808 square miles, and the census division a population of 2,829 white and 1,626 coloured. The principal products are wool and sheep. The annual average rainfall is 10·6 inches, and the wettest month, May.

Sutherland. Latitude S. 32 deg. 25 min., longtitude E. 20 deg. 42 min. Height, 4,776 feet. Village and sheep-rearing centre 75 miles north of Matjesfontein Station which is 195 miles from Cape Town. Population: White 267, coloured 207. Civil Commissioner and Resident Magistracy. P.O., T.O. and M.O.O. Hotel and churches.

Postcart to Matjesfontein Railway Station, 80 miles S. of Sutherland, 28 hours, £1 10s. Return £2

Approximate Road Distances.—From Sutherland to Williston, 110 miles N.N.E.; Calvinia, 90 miles N.W.; Fraserburg, 65 miles N.E.

Some Typical Returns.—Sutherland.—Wool, 200,214 lbs.; skins, 25,041; cattle, 1,899; horses, mules, etc., 3,485; sheep, 160,246; goats, 49,234.

At the concluding part of our present tour, we soon begin to enter that delightful portion of the Western Province known as the Hex River Valley from the highest excavation of the Hex River Mountain. Railway engineers carved, quarried and tunnelled into the rugged rocks and mountains till it is now a luxury to run through the famous Valley, and we can smile at the frowning mountain, its crags and giant boulders as we pass to and fro, in and out, and round about to the north or to the south as may be, for all the obstacles are removed, the mountains have bowed down to the engineer. Only the labouring of our powerful locomotives and the reduction in speed remind us as we stand on the footboard or recline in our look-out arm-chair, that within a distance of 36 miles from Worcester we are at an altitude of about 3,200 feet, an ascent between this spot and the picturesque old town of 2,400 feet. We realise this in the next 20 miles, however, on the return journey when we find that the engine no longer snorts and strains, but runs down a gradient from 1 in 40 to 1 in 45 without apparently resorting to steam at all.

At the top of the Hex River Mountain Pass we were reminded of the ascent to the Mont Cenis tunnel at Moderne. The kloofs of the mountains are filled

In the Valley of the Hex.

with the richest vegetation taking on the garb of the high and dry Karoo the further we rise. Shrubs and flowers are carelessly intermingled, almost defying recognition in their abundance. The towering heights of the Bokkeveld are worthy of an Alpine reputation in everything except height, and yet some of them are about 6,000 feet high. In stern ruggedness, in profusion of peak and precipice, in awful fastness and fantastic shape they are quite equal to Alpine heights. From your giddy eminence your vision wanders into deep, dark recesses where eternal solitude reigns, relieved only by the splash of a foaming mountain stream.

In August 1906 an extraordinary fall of snow occurred in this region. The above view represents the scene at Triangle Station 3,200 feet above the sea.

And so we pass from travel o'er weird Karoo and verdant veld once more into the life of the town and its constant alternation of daylight rush and midnight hush. We linger to remark that some learned gentleman has said of the Karoo that it was once a great inland sea with rich foliage around its edges adorning the sides of the hills. If so, great is the change, and there could hardly be a greater contrast between past and present. Yet, what a marvellous Karoo it is. In the driest weather, when parched and monotonous, it affords nourishment for many thousands of sheep. To the majority of people what they eat is a mystery, and yet, as you pass a flock of sheep in the Karoo, notice how nice and sleek they look. There are indeed lots of small nutritious shrubs, just peeping above the surface for fear they should get scorched up by the sun, which the sheep nibble as they do at the mimosa trees whose leaves they are fond of.

A marvellous transformation follows the rain-fall in the Karoo. As if by magic the great parched up plain becomes one vast expanse of flower and fern. Species of heliopila, extremely bright and pretty in springtime, several of the portelasia clustering on the hill-sides, affording food for cattle and sheep, wild calabash, numerous specimens of gerenica, and a galaxy of others with about eight to ten species of ferns.

We were once doing a long cart journey across this strange country longing for a bath and something large to drink. Suddenly there seemed to be visions about, where all had just a moment ago been vacancy and loneliness. Right in front of us, majestically expanded in the barest part of the Karoo, right up to its horizon, appeared a great inland lake, fringed around with soft forests and dotted with small islands. It seemed to beckon to us to enjoy the leafy shade. A delicious calm and seductiveness appeared to have fallen on everything in the enchanted region. We gazed in astonished silence for a few moments afraid to speak lest our doing so should find us deceived—then the hope that sprang into our mind got notice to quit as we heard the unmusical voice of our driver, "It is the mirage, baas."

The rain has gone, so have the clouds, and old Sol is paramount. The tiny shrubs are peeping less and less above the ground, and we remember the poet's words written at just such a spot:—

Sudden the desert changes,
  The red glare softens and clings,
Till the aching Oudtshoorn ranges,
  Stand up like the thrones of kings.

Royal the pageant closes,
  Lit by the last of the sun —
Opal and ash-of-roses,
  Cinnamon, umber, and dun.

We hear the Hottentot herders
  As the sheep click past to the fold,
And the crick of the restless girders
  As the steel contracts in the cold.

Voices of jackals calling,
  And, loud in the hush between,
A morsel of dry earth falling
  From the flanks of the scarred ravine.

And the solemn firmament marches,
  And the hosts of heaven rise,
Framed through the iron arches,
  Banded and barred by the ties.

Till we feel the far track humming,
  And we see her headlight plain,
And we gather and wait her coming,—
  The wonderful north-bound train,

Cape Colony To-Day.

GENERAL INFORMATION.

Constitution and Government.
Area. Lands. Divisions. Population.
Industrial Summaries.
The Climate of Cape Colony.
The South African Natives: Origin and Status.
The Flora and Fauna.
Forestry.
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Railways: Past, Present, and Future.
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T. Cook & Son, Ltd.
Fares and Distances.

Water Lilies near Port Elizabeth.

Governor's Staff Quarters, Cape Town.

Cape Colony To-day.

Constitution and Government.

CAPE COLONY has a Constitution modelled on that of Great Britain. The Legislature consists of a Governor, an Upper House or Legislative Council of twenty-six members elected every seven years, and a Lower House of Assembly of one hundred and seven members elected every five years.

The qualifications for voters are as follows:—Twelve months' continuous occupation of a tenement of the value of £75, or the receipt for twelve months of not less than £50 wages, and ability to write their names, occupations and addresses. Members of the Upper House must be at least thirty years of age, and possess £2,000 in real property, or £4,000 in personal and real property.

The laws administered in Cape Colony are Roman-Dutch modified by Placaats and Acts of the Colonial Parliament, with the right under certain conditions of appeal to the Privy Council.

The Executive Government comprises six Ministers, members of either the Upper or Lower House of Legislature, who are responsible to Parliament, and administer the affairs of the Treasury, the Colonial Office, the Law Department, the Public Works Department, the Railways and the Agricultural Department.

Area, Divisions, and Population.

The area of the Colony is 177,376,660 acres, of which 131,804,352 acres are held by the State for the purpose of Public Works and by private individuals. The remainder is Crown Land, nearly all of which is either mountainous or otherwise unsuitable for occupation and cultivation.

The Colony is divided into five provinces, *viz.*, the Western Province, Griqualand West, Bechuanaland, the Eastern Province and the Native Territories. There are 118 Districts each presided over by a Magistrate.

Race.	Persons.	Males.	Females.
European or White population ...	579,741	318,544	261,197
Malay ,, ...	15,682	7,882	7,800
Hottentot ,, ...	91,260	47,027	44,233
Fingo ,, ...	310,720	147,286	163,434
Kafir and Bechuana ,, ...	1,114,067	545,442	568,625
Mixed and Other ,, ...	298,334	152,759	145,575
Total	2,409,804	1,218,940	1,190,864

The above is the population as it stood at the census of 1904. To-day it is estimated as follows :—

European or White persons ...	607,291
Other than European or White ...	1,880,399
Total ..	2,487,690

Some Industrial Summaries.

There are upwards of 360,000 domesticated ostriches in the country, whose annual yield of feathers is worth over one million pounds sterling.

There are over 3,104,433 Angora goats, whose yield of mohair is over 9,000,000 lbs.

There are over 4,722,530 Cape goats.

The woolled sheep of the Colony produce about 50,000,000 lbs. of wool annually

There are over 300,000 horses, 65,000 mules, 100,000 asses, and over 2,000,000 head of cattle in the Colony.

The annual yield of wheat is over 1,701,800 bushels, of oats 2,427,000 bushels, oathay 407,454,860 lbs. and of maize 3,395,126 bushels.

Six million gallons of wine, and over a million and a half gallons of brandy are produced annually.

Over 5,300,000 lbs. of tobacco are produced annually.

In 1906, £6,600,297 worth of diamonds were produced at Kimberley, average value £2 10s. 1d. per carat, and 101,607¾ carats of diamonds were found among the alluvial on the Vaal River and adjacent diggings, valued at £392,514, the average price per carat being £3 17s. 3d.

In the same year 7,647,480 fish, worth £71,400, were caught in the Colony.

Climate.

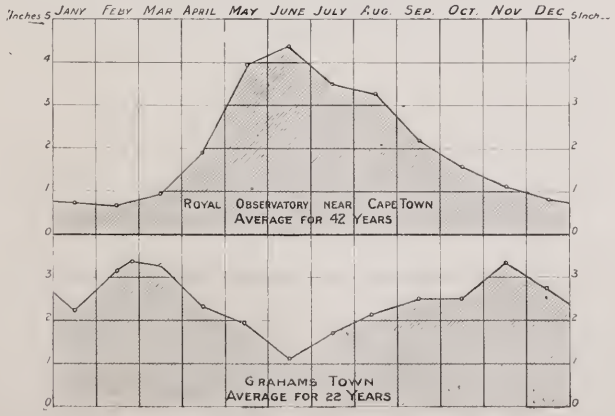
The climate of Cape Colony is one of the healthiest in the world. Its native, white and coloured population seldom suffer from lung diseases and weakly visitors often recover from incipient consumption in the dry air of the inland towns. Fogs are unknown, and fine sunny days, blue skies, a soft, yet bracing atmosphere, and starry nights endear the Colony to its people and charm its visitors.

Seasons.

The seasons in the Southern Hemisphere being the reverse of those north of the Equator, the three months, December to February, constituting the Cape Summer, correspond to June to August in European countries, whilst the latter period is the coldest, and constitutes our Winter season. The four seasons, however, are not so distinct as in Europe, but merge gradually into one another.

Rainfall.

The Western Province has its maximum of rainfall in its winter months, while in the Eastern Province the rainfall occurs in the warm, or summer, months; there are two maxima of rainfall in the East, viz., November and February, the spring and autumn rains. The following diagram will show the rainfall curve in the East and West:—



The Native Tribes.

THE cradle of the major number of the native tribes in South Africa, all of whom have sprung from the original Bantu race, was probably in the Uganda Protectorate. These tribes, emerging from the habitat of their origin, migrated along two diverging and separate routes: one to the west along the great Congo River system to the Gaboon, Angola, Damaraland, and the other to the east, past the Equatorial Lakes to the eastern coast and so south of the Zambesi. Thus did the distant Ethiopians come:—

> "A race divided, whom with sloping rays
> The rising and descending sun surveys";

a fact apparently not unknown to the author of the Odyssey. Twelve hundred years ago the Arabs and Persians carried on a thriving trade between the ports of Kambalu (Pemba) and Magadoxu and those of Maskat, Ormuz and Surat.

To the sedate Oriental they had all the light-heartedness we recognise in the Negro:

> "Splay feet and flat noses are defects indigenous in the Soudan:
> And joyousness is the privilege of the inhabitants of Zeng."

For that reason probably among others, they were held in abhorrence:

> "Search not for thy parentage among the sons of Tagleb,
> It were better to be kin to the people of Zeng."

(Zeng, in Persian, meant "black," and is supposed to indicate the Persian idea of the nature of the Bantu's native country.)

El Masudi tells us that these Bantus gave to God the name of Maklandjalo, which means the "Sovereign Master," but not being followers of the Prophet they were, of course, Kaffirs—*i.e.*, "infidels" —a term which was adopted by the Portuguese and has clung to them to the present day.

The languages of the Bantu tribes living in Cape Colony belong (a) to the Zulu-Kaffir group (Eastern Province), and (b) to the Bechuana group in Bechuanaland and Cape Colony north of the Orange River.

At the beginning of the 19th century, when Tshaka's precursor, Dingiswayo, was studying the British military system at Graaff-Reinet, Ngqika (Gaika) and Ndlambe (Tslambie), the Chiefs of a prominent branch of the Xosa clan, known as the Ama-Rarabe, were struggling for supremacy in the forests and kloofs between the Keiskama and Great Fish rivers. These tribes are now located in the districts of King William's Town and Stutterheim. The colour of the

Kaffir is variable, the Tembu being of a light or clear brown, while the Zulu and Swazi are quite black. Tembu girls, again, are considered the comeliest, while the Zulu men exhibit the most perfect specimens of manly vigour.

The Kaffir's agility and power of endurance are very great. He is less sensible to pain than civilised man. With women, again, parturition is easy and almost painless: and a Xosa or Tembu mother will give birth while on a journey and walk for miles with her new-born child. The Kaffir's voice is powerful, and he can throw the liquid syllables of his language a great distance over the hills and valleys when shouting to his neighbour or uttering his war-cry.

Tembu Girl crushing Mealies.

With an incentive such as the possession of a gun or a young wife, the Kaffir will work long and arduously at the docks or in the mines, provided he is one of a gang or party imbued with the spirit of emulation.

When selected men have been placed in posts of trust, they have usually proved themselves exceptionally honest and faithful.

Before the introduction of maize, millet and milk formed the staple food of the Kaffirs. The milk is kept in a skin bag or calabash and eaten curdled. The millet is beaten, ground, and boiled in water. Maize was welcomed as a crop less liable to suffer from the attacks of birds than the millet which is now almost restricted to making Kaffir beer.

Formerly women had to do the hard work of the farm, but since the introduction of the ox-drawn plough, the men now break up the soil. They milk the cow and attend to the dairywork, the women not being allowed by their presence or contact to pollute the cattle kraals or milk sack.

In his savage state, the Kaffir wore little except a scanty girdle round the waist, and a kaross of buckskin or ox hide, rendered pliable by his arts, to keep him warm. The chiefs wore leopard skin robes, and the tails of these animals were their insignia of office. They wore no head covering, but a circular head ring of wax moulded into the hair was the sign of manhood. The face was decorated with white or red clay.

The primitive Kaffir dwellings are simple bee-hive huts, composed of a wicker frame constructed of young saplings, and thatched with reed, grass or skins. In size they are some 20 feet or so in diameter and 7 or 8 feet high. They are generally arranged in the form of a ring on the slope of a hill surrounding the cattle kraal, under which are kept the store of last year's grain. The huts of the chiefs or headmen are on the same plan but larger in size.

The scheme of Government is simple and patriarchal. The chieftainship is regarded as hereditary, descending from a celebrated ancestor to whom lapse of time had lent divine attributes. A chief so descended is regarded with sacred reverence.

All land is considered among the Kaffirs in theory as the property of the tribe for whom the chief merely acts as trustee. He cannot alienate without the consent of the council. In practice, however, the custom is more honoured in the breach than in the observance, the chief acting as if the land were his own property. The arable ground he distributes among his followers. This land once allotted is rarely or ever alienated so long as it is cultivated by the occupant.

When not vitiated by the behests of ceremonial law, the medical practice of the Kaffirs is rational, enlightened and scientific. Their surgery is also not unskilful, considering their rude appliances. Much of their success is owing to their wide and peculiar knowledge of the medicinal qualities of certain herbs.

The chief ceremonial institution is the initiation of the young into the privileges of the adult. Circumcision, as in nearly all South African Bantu tribes, is practised with elaborate rites. It is called Abukweta, described at page 188, and the corresponding rite among girls Intonjane (intombi, a girl). Tshaka abolished circumcision and made his impis armies of celibates.

In Kaffir marriage, the indispensable custom is the lobola or gift of the bridegroom to the bride's father. This is practically the purchase-money (in oxen) for the bride, who is generally disposed of to a wealthy suitor. In adultery, the fine goes to the injured husband.

The Kaffirs are great believers in fabulous creatures like the tailed man, the lightning bird, etc., and in all sorts of sprites and hobgoblins. They believe also in the existence of the spirits of the dead, in propitiating whom their religion chiefly consists. Their word for God is Umkulunkulu, also Uhlanga and Itongo, the Great Spirit. He is an ancestral deity from whom all men trace their origin.

While the Hottentot is of medium stature, averaging 5 ft. 5½ in., slenderly but well proportioned, the Bushman is dwarfed, rarely exceeding 4½ ft., and ill proportioned wth large head and pot-belly. The woolly hair of the Hottentot is a dense dead black: the peppercorn tufts of the Bushman are a rusty brown.

The dwellings of the Hottentots are beehive huts ranged in clusters or kraals like those of the Kaffirs, and like theirs also made of wattles covered with skins. The home of the Bushman is the shady cover of a kameeldoorn, a rough "scherm" of branches and skins on the lee side of a clump of bush or a crevice or cave in the cliffs overlooking a stream.

Bushmanland Girl.

The weapons of war of the Hottentots were the assegai, the kiri and the bow and arrow: the Namaqua also used the battle axe. The Bushman was only armed with his tiny bow and poisoned arrow, but having this weapon, the "brown serpent of the rocks" was more formidable than either Kaffir or Hottentot.

A few arts were practised by the Hottentots. They made rude clay pottery and carved wooden bowls and pipes, and obtained, by smelting, iron which they beat into spear blades and other articles.

The Hottentots were a pastoral race, grazing their large, long-horned, slab-sided cattle and their long-haired, fleshy-tailed sheep over the grass veld and Karoo-bosch. The Bushman was a hunter only—a hunter of rats and mice and such small deer. "The countless springbok are his flock" when times are prosperous, but in seasons of short fare he contents himself with the lizard and the locust. The social organization of the Hottentot is tribal: of the Bushman so primitive that it does not even deserve to be called patriarchal, and might be more fitly described as parental. While the Hottentot is polygamous and gregarious, the Bushman is monogamous and unsocial. The position of woman is one of equality in both races and thus superior to that of the Bantu female.

The extermination of the Bushman was for a long time regarded by the Cape Government as a matter of State policy. Neither peace nor truce was possible with a race so utterly untamable and aggressive, and commando after commando went forth to destroy the savage little robbers who swept off the stock, as they had swept off the herds of the Hottentots, and who neither granted nor sought quarter. The few bands which have not been scattered as herdsmen among the Dutchmen's farms, lurk in the sands of Bushmanland and in the crags of the Drakensberg, or are held as serfs by the Bechuana of the Kalahari.

IN THE TRANSKEI.

A Great National Asset.

Having thus briefly reviewed the origin, antiquity and race characteristics of the natives generally as a past and present social factor in South Africa, we now turn to briefly consider their industrial and commercial status in Cape Colony. In doing this we have the advantage of official returns. The official returns affecting the Transkeian Territories tend to shew that in its native population the Colony possesses an asset of immense value. In round numbers the population of the Territories is about one-third of that of Cape Colony. In live stock the natives possess more than one-third of the cattle, more than one-fourth of the horses and nearly one-fourth of the woolled sheep of the whole Colony. They produce more than one-fifth of all the wool produced, more than one-fourth of the hides, more than one-sixth of the sheep and goat skins, three-fifths of the mealies, and nearly one-fourth of the tobacco crop, and they have more than one-third of the whole number of ploughs in the Colony.

In 1906 the natives in 14 districts contributed £49,359 in local taxation to the General Council, the greater portion of which was spent in education and roads, to the grateful relief of the general revenue of the Colony during a time of trade depression.

This appears to be an object lesson on a large scale, showing that the arts of peace and civilisation are already lightening the white man's burden in Cape Colony in a way that will probably tend to popularise the efforts to make those arts more widely known and effectual.

Taking the above returns as an earnest of the results, greater civilization means better natives and such an increase of internal trade as to enhance for the Colony a condition of comparative independence of outside markets. If a mere veneer of civilization has effected so much, the future outlook is bright and encouraging.

Transkei "Boys" ready for the Mines.

Cape Flora.

Chinkerinchee.

THE new comer to the Cape will be struck by the wonderful diversity exhibited in the plant life of the country. The conditions of heat and of moisture vary so much that the variations of the plants in suiting themselves to their surroundings are almost endless.

The adaptability of the indigenous flora to South African conditions may be illustrated by the slow progress which has been made by about 200 species of plants belonging to foreign vegetation which have been introduced. Most lurk by roadsides or near human habitations. Few are found in the open country or are making headway against the indigenous flora.

It is natural for plants as well as animals to have periods of activity and periods of quiescence or rest. In cold localities the period of rest is winter, when of the requisites for plant growth a sufficient degree of warmth is not obtainable. The South African botanical winter is far less due to cold than to deficiency of moisture. In the south-western districts the period of rest is during the droughts of November till May—a time of great heat and brilliant sunshine. In the drier districts the period of rest is longer, and conforms more to what Europeans regard as the natural order of things, owing to the absence of winter rains. Vegetation has developed various means by which long periods of dry and scorching weather may be endured without serious consequences. One means of self-preservation is secured by restricting the expansion of the foliage. This applies to the great majority of Australian and Cape plants. The leaves of some genera are merely green needles, with a hard cuticle almost incapable of passing moisture outwards; others, including the heaths, have each leaf rolled backwards upon itself, so that it becomes cylindrical, and protects the stomata or breathing pores within from the sun and wind.

Much of the succulent flora of the Karoo developes fleshy leaves, others, again, lay up stores of plant food and moisture in the form of enlargements on their fibrous roots. The store of nourishment laid up in this way from the accumulations of the previous season makes the plant independent of everything but the early winter rains which are necessary to wake it up to its year's life-work. It is in virtue of such devices of nature, by which the scarcity of one season is supplied from the bounty of the preceding one, that the desert aspect in some places changes as if by magic into that of a flower garden by the advent of the seasonal rains.

The Chinkerinchee is almost, if not quite, the most popular field flower of the Cape. Its curious popular name is believed to have been given by the natives from the sound emitted by rubbing together its stalks.

On the summits of the Zwartberg range the snowy white everlasting flowers grow abundantly. The flower-heads are collected by children and other people from September till the end of December, and about 2,000 flowers go to the pound weight of the product ready for market. They are used largely for church decorations and immortelle wreaths. The great European markets are London and Hamburg, from whence they are distributed to all parts of the Continent.

Cape Field Flowers – Arum Lilies.

Most of the valuable fodder bushes of the Karoo give off an aromatic perfume when bruised between the fingers, and the flavour appears to be appreciated by both sorts of stock. The mild degree of bitterness which characterises the extractive matter of some plants is rather appreciated than objected to by them. The plants which the animals neglect are deficient in these characteristics. This is noticeable in a little bush known as the "good Karoo," which covers enormous stretches of level country. It is the celebrated *Pentzia virgata*. It wants no culture, and for luxuriant growth simply requires to be let alone for a season.

In dry places, after copious rains, come forth bright green leaves; many of the shrublets are covered with flowers often before leaves can be seen, bulbous plants which may not have flowered for several years previously send up their scapes with incredible rapidity, and annual flowering herbs and grasses are everywhere seen where formerly all was bare and barren. Namaqualand, perhaps, exhibits this phenomenon most strikingly. Hundreds of acres covered with sheets of living fire, or glowing purple, are visible from several miles distant, caused by the beautiful Compositæ in flower; and nothing is more singular than to see this luxuriance intermingled with the black or white branches of dead shrubs standing like ghostly intruders on a gorgeous scene of floral merriment and joy.

Every Saturday and occasionally at other times dozens of coloured and white flower sellers line the thoroughfare opposite the General Post Office, Adderley Street, with freshly gathered wild flowers, and it is seldom that any of the following examples are absent from their baskets.

SOME CAPE HEATHS (ERICA).

Cerinthoides. The most wide-spread species in South Africa. At one time suggested as the national flower of Cape Colony, even as the rose is for England, the thistle for Scotland, and the humble shamrock for Ireland. A brilliant red, the tubes being covered with short downy hairs, the leaves a deep green. It is not found in large bushes.

Tubiflora. A very handsome shrub, with deep green leaves and brilliant carmine coloured tubes, with deep brown excerted stigmas. Very plentiful on Table Mountain, but grows elsewhere over to the West and South-West.

Ardens.

A very handsome heath from the neighbourhood of Riversdale. The flower heads are very long, some being quite 12 inches. Foliage a bright green, and blossoms pure white and waxy in appearance, but not of a sticky nature. Blooms about August.

Vernix. Also from the Riversdale area. A very peculiar heath, with large bells of a brilliant orange colour, with bright green mouths, edged white; these bells hang in groups of three. The foliage and sepals are a brilliant green.

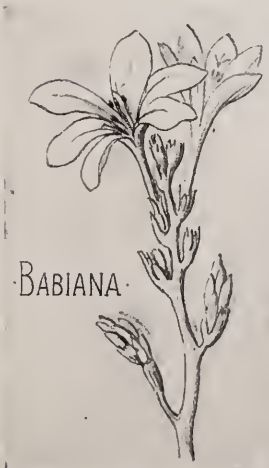
Vestita. This heath is to be found in March, on the mountains from Sir Lowry's Pass to Houw Hoek The foliage is dense and of a bright green. The tubes are pale mauve purple, white towards the mouths, and with the brown stigmas just shewing. It is a very showy plant.

SOME CAPE IRIDEÆ (IRIS).

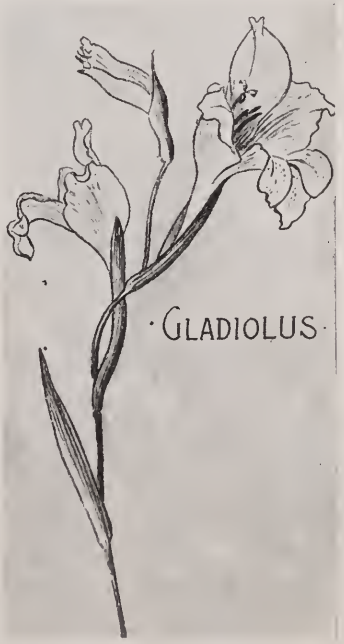
Ixia. There are numerous species, but in all the blossom is identical. They vary, however, in their grouping on the stem, some being as a terminal bunch, and some as an extended cyme. They are of various colours, red, purple, white, cream, orange. That depicted is a brilliant orange colour, with an olive green eye.

Sparaxis. There are also many species of this flower, but the diversity is merely due to colour *S Tricolor* is a very handsome variety with bright orange, deep purple marked throat, and beautifully pink veined petals. The flower illustrated is white inside, the three outer petals veined on the back, the three inner petals with a deep purple-red midrib. It is commonly known in the Cape as the butter-cup or botter bloem. *S. Grandiflora* is a deep rich velvety purple, with much lighter backs to the petals.

Gladiolus. A very large order. That shewn is a fair sample of the appearance of of these plants. It is coloured a very delicate mauve tint, very delicately veined on the three upper segments with pink, the three lower segments being bright yellow at the throat and splashed with crimson. One species is of a dull yellow brown colour, splashed with maroon veins and spots. It has a very powerful odour which it soon loses. It is known locally as the "Africander." Another variety is of a delicate cream tint, or even white, the three lower segments being spade spotted with crimson, and the upper central one formed into a crenulated helmet. It is commonly called the 'Painted Lady."



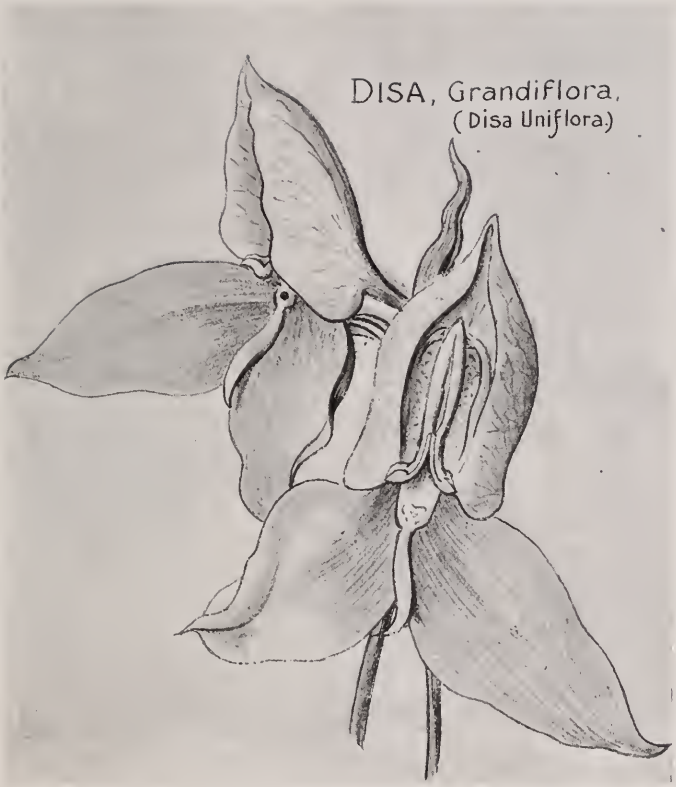
Babiana. A genus intermediate between the Gladiolus and the Watsonia. There are several species, the most common being that shewn, which is of a bluey-mauve tint and has a perfume very much like the clove pink. It is quite the thing in the proper season for the Cape children to climb the slopes of the Lion's Rump and gather bunches of these "Babyjantjes" as they call them.



Watsonia. One of the commonest plants we have. There are several species very unlike each other, the most common one is the *W. Meriana*, its colour ranging from pink through flesh to a delicate buff. They are known locally as "Pijpes."

SOME CAPE ORCHIDS.

Satyrium. A very large genus, containing many species. The one shewn is a delicate rose-pink with brown spathes, but they range through various shades, from pink to red, flesh, and brilliant orange. The Colonists call them "Trevers." One, *S. Candidum*, with white blossoms, has a very agreeable odour, and people in the Cape dry them and put them in their clothes presses as they have the property of keeping away obnoxious and destructive insects.



Disa. This is also a large genus with species of very diverse forms. Some are single blossomed, some in terminal groups, some in short loose cymes, and some in long dense cymes. They are of various colours, crimson, white, blue, yellow, purple, green, &c. That shewn is a very handsome flower, the "pride of Table Mountain." The helmet is a very pale pink, veined delicate red; the enclosed organs, &c., are pale yellow, lip pale pink, wings a very bright crimson, with pink backs. The ovary, spathe, &c., are green

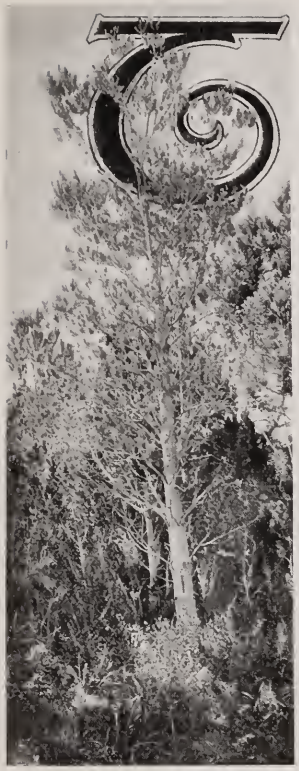
Lissochilus. This is an Eastern Province plant related to the tropical orders. The lip is a brilliant chrome yellow, wings paler (Naples) yellow, column very pale buff, three members of the Calix a pale olive green splashed with maroon spots; ovary green. The leaves are hard and shiny, and spring from a pseudo-bulb which is above ground, the roots ramifying on all sides for a long distance.

Pterygodium. Moeder Kappie (Mother's Cap). This is very widely spread, hence its name of *P. Catholicum.* It is of a sulphur yellow colour, with blossoms, stalk and spathes. It is well known among the juvenile population of the Cape.

Disperis. This is also named Moeder Kappie, it is not so well known as the last, but to the Colonial mind they are almost identical, both being regarded as varieties of the same flower. The front wings of the cap are bright carmine, the back being green. The back helmet crest, spur and side sepals are a ruddy brown, ovary, &c., green.

The few flowers here described give but a faint idea of the wealth of this branch of Nature's work in South Africa. They are but the threshold, opening out on to a field almost limitless in extent Of heaths alone there are many more than 400 species, and so with the other orders, not to mention the numerous families not illustrated herein.

Forest Trees.



The Silver Tree.

THE beauty of the forest is the Silver Tree, but the pride of the forester is the Oak, which grows freely throughout South Africa, reaching its best development in the west, where the winter rains produce a climate similar to that of Southern Europe. Compared to the English oak, that at the Cape has a foliage about twice as dense and an acorn about twice as large. It grows more than twice as fast, and there is nothing to show that the wood, under skilful treatment, would not be as good as the oak of Europe. It has been naturalised at the Cape for over 200 years. The Silver Tree, so called from the glossy white silky nature of its leaves, is chiefly found in mountainous localities, principally near Table Mountain.

The Cluster Pine has been naturalised for a shorter time than the oak, but, if possible, it is more at home. It grows very rapidly, sometimes as much as two inches in diameter per annum, and produces a coarse wood useful for beams and for all outdoor work when impregnated, but otherwise liable to rapid decay.

The Stone Pine resembles the Cluster Pine, and the two grow side by side in the woods of the Cape Peninsula. At present they are chiefly used for firewood.

The Blue Gum (*Eucalyptus globulus*) introduced in 1828, is now found as a planted tree throughout South Africa. There are extensive plantations of Blue Gum trees, formed by the Government in Cape Colony, and by private owners in Natal. The wood is used for firewood, pit-props, and occasionally where a piece of tough wood is wanted, for waggon work.

The Poplar is also found in many parts of the Colony. It requires a cool climate, a moist situation and a good soil. Its wood is used for match-making, cheap furniture, and other light work.

"In the Government Service," Transkei.

In the South Africa of to-day, the timber forest begins at Knysna, reappears on the Amatola Mountains, and, thence extends through the Transkei to Natal and Zululand. In fact, these timber forests form a well-marked zone characterised by a cool damp climate, the altitude increasing as the latitude decreases. At Knysna, the timber forest ranges from sea level to a little over 2,000 feet; along the Amatolas from 2,000 to 4,000 feet; along the Drakensberg from 4,000 to 6,000 feet.

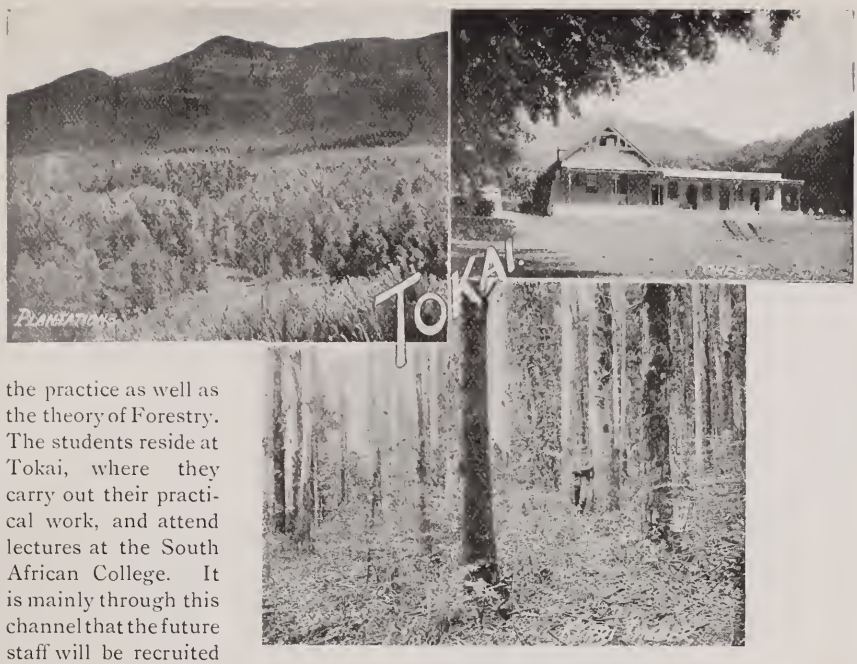
The commercial aspect of the timber industry is financially sound and the demand for the timber is very great. The last auction returns show that in many cases twenty-five per cent. more has been paid for timber than the upset price or Government value thereon for sale purposes.

Planting in the numerous Government forests in different parts of the Colony goes steadily on, and there is shown a very marked improvement every year in the class and number of trees coming to maturity. Railway sleepers make steady and increasing demands on the forests. In the four railway sleeper plantations at Ceres Road, Elgin, Epping and Helderberg during the year 1905, 1,844,893 trees were planted.

Cedar plantations are being vigorously planted, about 500,000 young cedar plants having already been raised.

In 1906, timber—including sleepers—valued at £34,000 was disposed of from the Knysna forests alone.

A South African School of Forestry is established at the South African College, to provide a thorough technical training in Forestry, with special reference to South African conditions and research. This instruction includes



the practice as well as the theory of Forestry. The students reside at Tokai, where they carry out their practical work, and attend lectures at the South African College. It is mainly through this channel that the future staff will be recruited for the upper division of the Forest Department.

Government certificates or diplomas are granted to students who have satisfactorily completed the course in Forestry.

The visitor may spend a delightful day at Tokai. He will be met by the Forester, who will conduct him through the forest glades, where he will see about 2,000 acres of well-kept and tended trees under plantation. The Forest was begun in 1884. It is one of the largest in the Colony. The cost of these forests to the present time is £49,000, and a revenue of £19,000 has been derived from them. They are principally planted with pines and eucalypts. The forests are so laid out that the whole of every tree can be seen—there is no crowding, but complete symmetry, and the whole plantation is very picturesque; it forms a magnificent arboretum, where specimens of all kinds of trees from every part of the world may be seen growing side by side. This is a proof of the suitability of the climate of the Cape for almost every hardy plant that grows.

The Fauna.

IT requires some effort of imagination at the present day—when, except in a few mountainous and wooded tracts, or in localities where special protection is exercised by Government or by private land-holders, the larger animals have been exterminated—to picture to one's self the marvellous display of mammalian life which met the eyes of the settlers in this country two centuries and a half ago. It is clear that the whole country teemed with beasts innumerable—was, indeed, packed with the *ferae naturae* down to the very margin of the ocean, while man, in the humble shape of the "strand-looper" and "Kaapmans" Hottentots, held but a secondary place. In April, 1652, when Van Riebeek and his companions landed in Table Bay, hippopotami occupied a swamp fed by a stream on the site of the present Church Square in Cape Town, and "harts and elands" were numerous on the slopes of Table Mountain. In the ensuing winter the Commander's "Journal" describes the country as "swarming with elands, hartebeeste, and steenboks," and Hout Bay, in the Cape Peninsula, as "full of game, harts, hinds, rheeboks, steenboks, and elands," besides a vast variety of birds. The lion evidently flourished exceedingly in this unequalled game preserve, and one is almost surprised to find that noble beast so insistent on a change of diet as to call for so stirring an entry in the Commander's diary as the following for the 23rd January, 1653:—"Last night the lions appeared about to storm the fort for the sheep within it." Not long afterwards a lion was seen prowling about Van Riebeek's own garden. On the very short northward expedition overland to Saldanha Bay the explorers "saw many rhinoceroses, and on two occasions were obliged to make a detour to avoid troops of elephants." Four years later, when the first exploring party reached the Paarl Valley, they found there, "many rhinoceroses and zebras, and great numbers of hippopotami in the river." Lions continued to be a constant plague to the founders of Cape Town up to the close of the century; as late as June, 1694, we read that nine cows were killed by them within sight of the

Castle. In 1685, Commander Van der Stel made his memorable expedition to Namaqualand, and had not got further than near the Piquetberg when a rhinoceros furiously charged his carriage, and went near to make an end of His Honour when he jumped out.

Special protection is now accorded by the Act of 1886 to the Elephant, Hippotamus, Buffalo, Eland, Koodoo, Hartebeest, Gemsbok, Bontebok, Blesbok, Rietbok, Zebra, Giraffe, Burchell-Zebra, Gnu or Wildebeest, none of which may be shot without special permission of the Governor. Nevertheless the elephants seem to be gradually disappearing, for, of the great droves that formerly roamed over the wooded districts, only two small herds in the Addo Bush and the Knysna Forest remain. The koodoo and gemsbok are plentiful, but the eland is now only known in the Colony as a domesticated animal on one or two private estates.

Among the smaller mammalia, the golden moles and jumping shrews are peculiar to the country. Polecats, otters, wild cats, are always the stealthy foes of the keepers of poultry; but the predatory animals which are most abhorred by the farmer are the Cape-hunting dog, the jackal, and the baboon.

The leopard is still found all over the country except where the population is thickest. He is often called a "tiger" by local folk. The lion, if found at all, must be sought only along the borders of the Orange River; in the last generation it was known still to haunt the Stormberg Spruit.

The snakes of the Cape Colony are not so to be dreaded as those of India or America. The most poisonous are the sluggish puff-adder, the cobra, and the irritable ringhals, which are only found in out-of-the-way places.

Cape Birds.

UR limited space permits little more than an allusion to this subject. The "wood-notes wild" of many South African birds are of exquisite freshness and sweetness as any one will testify who has heard the Cape canaries, yellow bullfinches, ferruginous lark, short-tailed pi pit, and chat-thrush or robin. The hooded chat or "schaap-wachter" has quite a repertoire of songs and recitations which he "adapts" from other birds, and in this habit he is followed by the handsome "bakbakiri" wood-shrike, whose loud clear voice is ever cheerful and inspiriting, his challenge generally evoking varied responses from his fellows.

The male sun-birds excel in beauty, their slender forms being set off by metallic colouring almost rivalling that of humming-birds, and according well with the rich hues of the flowers, from which they obtain their chief supply of insect food. Several of them have a very sweet, short song.

The native fly-catchers exhibit the greatest speciality. All three are small birds of retiring habits; one is a tiny creature only 4½ inches long, numerous among the river bed mimosas in the Karoo districts of the Cape, with a delicate plumage of black, grey, and rosy-white.

Among the kingfishers is one fourteen to sixteen inches in length, and another of four inches only, the smallest species known. The former is a bold fisher, securing fishes, frogs and crabs with its immensely powerful bill; but the tiny fellow in blue and orange colours is stated to pursue only butterflies and other insects. Another of the species, not very much bigger than the last-mentioned bird and even more beautiful, with a great greenish-blue and black crest, is, however, a true fish-eater and, like the English species, lines its nest with the rejected bones.

The colies are curious in many ways, one of their structural features being that all four toes are directed forward. The few species known are confined to Africa. They are known to the colonists as "mouse-birds," and are pleasant, sociable little creatures, although undoubted depredators in the fruit-garden. Their flight is very short, and they not only keep together in little companies of about eight or ten, but have a friendly habit of roosting for the night packed close together with their head downward, so that in the dusk the cluster looks like a nest.

Few birds have awakened more interest than the honey-guides, owing to their celebrated faculty of leading the way to wild bees' nests. They are a very limited group of about eleven species, and mostly natives of Africa, only two belonging to the Oriental region. The object of the birds is not the honey but the grubs, which they devour with much eagerness when the combs are exposed. The guiding habit would appear to be one of comparatively recent acquisition—that is to say, during the human period; but very possibly its practice is in reality much more ancient, and has simply been extended to man from the ratel and other comb-robbing mammals found serviceable by the bird. The honey-guides appear to have the same parasitic habits as the cuckoos, some of them being known to lay their eggs in the nests of barbets and woodpeckers.

Notable among South African birds is the secretary, whose reputation as a snake-eater has stood it in good stead among the colonists. Its length of limb undoubtedly gives it an advantage in dealing with a venomous snake, but in all probability the bird avoids such formidable prey as long as other food can be found. Like most of the larger predaceous birds, it cannot afford to be particular and devours any kind of animal it can master, not disdaining insects on occasion. The secretary is widely dispersed over the African continent, but seems to be commoner in the South.

Among the many fine eagles are conspicuous the tawny eagle, a near relative of the European golden eagle; the black and white, known as the "dassie-fanger" and "berg-haan" and formerly often seen about Table Mountain; and the rare martial eagle, a most powerful bird with talons of unusual size and strength. The chanting goshawk is commoner in the Karoo districts than elsewhere, and really a tolerable singer for a bird of prey.

The pelicans and gannets, the cormorants, and the darter or "snake-bird" frequent the South African coast where the gannet and the smaller cormorant or duyker are extremely abundant, and of importance as the chief yielders of the local supply of guano. On this account they and the penguin have been placed by the Cape Government under protection, notwithstanding that their abundance is to some extent prejudicial to the fishing industry.

Among existing birds, few are stranger than the Cape penguins. They are very numerous and breed on the various islands close to the coast. Anderson notes that in the breeding-places frequented by these birds they always occupy the highest ground, the gannets coming next, and nearest to the sea the cormorants.

For the ostrich we have a special page or two in another place.—See Oudtshoorn.

Fishes.

Upon the waters of Table Bay and False Bay great congresses of shag (Cormorants) beyond number and with abnormal assimilative capacity daily consume many times their own weight of fish which they angle for and catch day in and day out all the year round. There are myriads of these feathered anglers and others more vagrant of habit, who gorge themselves on the young of the finny tribe without visibly decreasing their numbers.

The islands and the coast and every sea-girt place have guano, the excremented produce of fish and birds periodically heaped up over a great area. Duikers and great crowds of jackass penguins demonstrate the existence of fishing grounds of vast extent worth many millions of money to the Colony when systematically exploited. Many of us remember the emptying of the Cape Town graving dock for repairs when nearly 150 tons of stranded fish were deposited on the bottom.

Some of the principal Cape salt-water fishes are kabeljaauw, stock-fish, snoek, stompneus, klip, steen-bras, geelbek, roman and soles. There is also the large edible cray fish (creeft) so numerous that a boat-load can often be bought for 30s. The snoek is a most commendable fish, both in size and flavour, being much like the cod in the latter respect. A few years ago it was so plentiful and so favoured that Cape Town became known humorously as "Snoekopolis." So plentiful indeed, that the marvel is that it should have almost disappeared for some years.

The Klip-fish is almost a rock fish and seldom wanders far from cover. Like all of his kind he is delicious when cooked. The gorgeous Steenbras is a big fellow in purple blue and cream; he makes a splendid 'catch," fighting for all he is worth, often throwing his weight of from 40 to 50 lbs. against the fisherman. Not less splendid is the Geelbek (Cape Salmon), also a heavy fish, clad in beautiful colours. He tastes well skilfully fried, but boiled or otherwise, we recognise nothing in him but his appearance (although even his size is an objection) to rank him with the Salmon. The Roman is another beautifully

adorned fish of a "reddish golden" colour, and when freshly caught and cooked tasting of the very rocks and sea so delicately and deliciously as to make him very popular with our housewives. Then there is the Kabeljaauw, most democratic of all, a heavy, well-flavoured fish, and also very prettily adorned. These few are perhaps the most popular large fish, none of them being denied a place on the best tables.

Experts tell us that the Mackerel of commerce and the other popular fishes referred to, as well as many varieties of the edible crab, the crayfish and the oyster, are waiting for combined fishing action—that the Colony has in its shore waters as rich a harvest reapable daily all the year round, as any that is yielded by farm and veld.

Fisherman's Cove, Hermanus.

From the successful Trout Hatcheries, particularly in the Perie forest waters near King William's Town, and the Government Hatchery at Jonkers Hoek near Stellenbosch, many of the Western Province and other streams have been stocked with fish which thrive and multiply amazingly. Judicious Government precautions are taken for their preservation and increase by defining and limiting the angling seasons and fishing methods. From the beginning of October to the end of January the fisherman may angle and catch with rod and artificial fly, but with no other bait, as many trout as he can, but he may neither kill nor keep any fish less than twelve inches long. Full directions as to trout rivers and streams, seasons and permits will be given on writing to or calling upon the Director of Agriculture, Cape Town.

Minerals.

Native gold has been found in several parts of the Cape Colony. In the Knysna district it occurs among the quartz reefs in the clay-slates, schists and sandstone, as well as in alluvial drift. A considerable amount of capital has been expended by companies and individuals in developing and testing the auriferous area around Millwood, extending from the Karatara to the Homtini Rivers. The yields were not sufficient to encourage extensive workings. The alluvial near the bed rock and at the bends of the rivers, worked by sinking pits and sluicing in a rough and ready way, was in some instances fairly payable. Two claims yielded 14 lbs. of gold in seven months' irregular working with ten labourers.

Mining experts who have recently inspected the Knysna fields have expressed the opinion that in the adjacent forest-clad mountainous country, probably not yet prospected, metalliferous lodes would be discovered.

Copper mines, as already stated, have been worked in Namaqualand for nearly sixty years. The ores—comprising silicates, carbonates, oxides and sulphurets—occur in distinctive lodes of intrusive felspathic rock, chiefly in the gneiss and schists.

The country is rich in all descriptions of earthy minerals. There are, of quartz (silica dioxide), rock crystal, rose quartz, citrine, common quartz and chalcedony; of felspar, orthoclase and periclase; of mica, phengite and biotile. There are also chabasite, prehnite, kaolin, hornblende, asbestos, crocidolite, augite, olivine, iolite, tourmaline, garnet, cyanite, corundum (emery) and beryl. Agates in the Vaal and Orange Rivers are of many colours and shades. Garnets, both red and green, are also found there, some in rounded forms, rivalling the ruby in colour. Crocidolite, a remarkably handsome, ornamental stone, occurs in Griqualand West, and also south of the Orange River; it is largely worked up into jewellery, and is specially susceptible of artistic effect on account of the variety of its shades and colours. Secondary opal has been found in Namaqualand near the Bushmanland border.

The saline minerals are—common salt, soda, nitre, alum, and calcspar. There are extensive salt pans in the Cape Colony, Bechuanaland, Orange River Colony, and the Transvaal. In Calvinia and Namaqualand some of the salt pans are several miles in circumference.

Sulphur has been obtained in the Nieuwveld Range south-west of Fraserburg, and also on the Cape Flats, the deposits supposed to be from exhausted springs.

Beds of limestone and marl are found in several of the western districts of the Cape Colony, and crusts of calcareous tufa overlie the Karoo plains all over the inland districts. Near Saron, in the district of Tulbagh, there is a magnesia limestone suitable for hydraulic cement.

Marble, of mottled colour, is met with at Schoeman's Hoek, Oudtshoorn; at Vogelvlei, Tulbagh, Worcester, Swellendam, Namaqualand and at Troe-Troe, in the Van Rhyn's Dorp district.

There are abundant supplies of building stone everywhere. The Paarl granite is especially fine-grained and handsome. Sandstone and free-stone are abundant, and those used in the building of the Oudtshoorn and Cradock churches, the Parliament House at Bloemfontein, and the Govern-

ment Buildings at Pretoria show that they are a beautiful and durable material. There are also sandstones and grits suitable for mill and grindstones. Clays, adapted for every purpose, from the manufacture of the finest pottery to tiles and bricks, are very extensively met with.

Mineral springs—sulphur, chalybeate and thermal—are distributed over many parts of the Cape Colony. All of them are considered to possess curative power in chronic cases of rheumatic and cutaneous diseases. The chief sulphur springs are at Caledon, Malmesbury, Fraserburg, Graaff-Reinet, Hanover, Colesberg, Cradock, Fort Beaufort, Willowmore, Aliwal North, and St. John's River. The thermal springs include the remarkable Brandvlei (fire lake), near Worcester. In the same district is the spring of Goudini and, in the adjoining Robertson district, that of Montagu, which is much frequented. At the Oliphant's River, near Clanwilliam district; at Wolfkraal, Oudtshoorn district; at Tooverwaterspoort; and at Balmoral and Sandfontein, in the Uitenhage district, there are similar thermal springs.

Precious minerals and precious stones are reserved to the Crown except in the case of certain farms in Griqualand West held by what is known as "Free State Title." Prospecting for Gold, Silver and Platinum, and for Precious Stones, is carried out under a prospecting licence procurable at the office of any Civil Commissioner, for a period not exceeding twelve months. The licence costs 2s. 6d. per mensem, and gives the holder the right to prospect throughout the Colony on Crown land and, subject to the consent of the owner, on private property. The prospecting area under the Precious Minerals Act is a rectangular figure 7,500 feet long by 800 feet broad; under the Precious Stones Act it is a circular area of 1,000 yards in diameter. The prospector has exclusive rights within his area; grazing privileges for certain stock on Crown land and the right to take wood and water for domestic use are also secured to him. A prospector making a discovery must give notice to the Civil Commissioner of the division in which the find has been made, and is entitled to select a certain number of claims, which remain free of licence as long as held by him. A bonus of £5,000 is offered to the first discoverer of a Gold Reef or of an Alluvial Gold Digging on certain conditions.

"Mines may come and mines may go, but—"

The Cape Government Railways.

The perusal of the foregoing pages of Tours and the accompanying maps will have conveyed to the reader's mind a conception of the railway work that has been accomplished by the successive Governments of Cape Colony to the present time. A few brief references to some of the features of the system as a great national fulcrum will, however, be interesting.

The first Railway in Cape Colony was constructed by a private Company, the Government guaranteeing interest at 6 per cent. per annum on a sum of £500,000. Sir George Grey, Governor of the Colony, turned the first sod in 1859. In due course Wellington, 58 miles away, became and for some years remained the terminus. Other private Companies made a suburban line branching from Salt River to Wynberg, and another line from Port Elizabeth to Uitenhage. The Government eventually purchased all these private lines.

Then came the diamond discoveries and a great influx of population and wealth. The good times of 1874 and onward, encouraged the Government to construct lines from the three principal sea-ports, Cape Town, Port Elizabeth and East London.

As new trade arose through the opening up of Transvaal and Orange Free State industries, the railway policy became thoroughly progressive. The lines have subsequently extended inland and become three systems, all leading to Kimberley and the neighbouring States, connected with one another by junctions, and the whole ramification, so far as it is complete, forms a Colonial system that tends to the complete development and solidification of the staple industries of the Colony.

With the completion of the line under construction between Mossel Bay and Oudtshoorn, already open to George, "East is east and west is west and the twain shall never meet" will not be found applicable to our railway circumstances in Cape Colony. The Eastern and Midland systems will be directly linked with the western ports by this cross-country line.

On the 31st December, 1906, there were thus 3,191 miles of railway in the Colony, that have cost £31,276,196, or an average of £9,801 per mile.

Many of the lines were constructed before experiences at home and abroad, year after year, from the days of Stephenson, led to the improved methods and cheaper material of to-day, so that the cost of a line 25 years ago would be of little or no guidance to-day.

The old engine in the following group is the photograph of the first locomotive that came to South Africa. It ran to Wellington and other parts of the Colony, and eventually got as far as Port Alfred, where it was "tipped" among the wayside debris, literally worn out in the service of its country. It lay rusting back to the primary elements till a sympathetic railway man got it final quarters under cover, as a curiosity, at Grahamstown.

The present system is divided into four sections, the Western, Northern, the Midland and the Eastern. The gauge generally adopted is three feet six inches.

The Western *cum* Northern Systems constitute the trans-continental highway, affording the visitor from Europe the quickest route to all the inland centres. At Fourteen Streams, on the Main Line 48 miles north of Kimberley, a connection with the Central South African Railways provides an unbroken run to Johannesburg and the other chief towns of the Transvaal, and at the Vryburg terminus a junction is effected with the Rhodesian Railways which, as far as the Matopos and Bulawayo, are administered by the Cape Government. From Bulawayo this line is continued northwards to the Victoria Falls, and at the same point it is linked on to the Beira and Mashonaland Railways.

The Midland connects with the Western section by a line from Naauwpoort to De Aar, 69 miles long, and with the Eastern section by a line from Rosmead Junction to Stormberg Junction, 83 miles long.

The Eastern section runs from East London to Aliwal North, 280 miles with a branch line to King William's Town, and is connected with the Orange

River Colony Trunk Line by a line 67 miles long from Albert Junction to Springfontein, and with the Midland section by the line 83 miles long from Stormberg Junction to Rosmead Junction.

The Midland section consists of a line from Port Elizabeth to Norvals Pont on the Orange River Colony frontier, 329 miles long, where it connects with the Orange River Colony Trunk Line running through Bloemfontein to the Transvaal.

A loop line, 276 miles long, runs from Port Elizabeth *via* Zwartkops Junction, Graaff-Reinet and Middelburg to Rosmead Junction. From this loop line a branch from Klipplaat, 123 miles from Port Elizabeth, runs to Oudtshoorn, 155 miles. This line is to be extended to Mossel Bay *via* George.

Each of the four sections has its branches and connections, which are shown on the general map and the maps of the Tours.

The Zambesi Express and the African Express are constructed with extra wide sleeping berths, and are most luxuriously appointed throughout, the lavatory accommodation not stopping short of shower-baths. The latter provision can be fully appreciated by those who travel in hot climates.

These two special trains are supplementary to the dining and sleeping expresses. One of these leaves in the forenoon, the other in the evening.

The first of these "specials" which takes the shorter route for Johannesburg and Pretoria, connects at Kimberley with trains for Vryburg and Mafeking (four times a week), and for Bulawayo and the Falls (three times a week); and this train shares the advantage of passing by day through the scenic beauties of the Western Province. The evening train, which enters the Transvaal *via* Naauwpoort and Bloemfontein, contains through coaches for Port Elizabeth and East London, as well as for Kimberley and Vryburg.

New Lines.

The following new lines were authorised by Parliament in 1906:—

	Miles.	£
George to Oudtshoorn	46¾	372,971
Butterworth to Idutywa	26	117,842
Riversdale to Llewellyn	27	256,000
Eendekuil to Graaf Water in the direction of Van Rhyn's Dorp	53½	231,773
Barkly Bridge *via* Alexandria to a point on the Kowie Railway	90	313,377
Lady Grey to Gairtney	21	197,515
George to Knysna either of the standard or two feet gauge. The Government is empowered to pay a subsidy of £1,300 per mile for a length not exceeding 53 miles		
Cathcart to Fairford or Chilton	49	138,229
Hopefield to Hoetjes Bay	40	87,640
Belmont to Douglas	55	100,870
Schoombie to Maraisburg	28¼	100,000
Bellville to Durbanville	7¼	26,000

	Miles.	£
Valley Junction, on Port Elizabeth-Avontuur Railway to Walmer	3½	11,976
Ceres Road to Ceres	10¾	105,040
Mafeking to Buurman's Drift	9¼	9,184
Maitland to Ottery Road, Wynberg and Diep River	9½	57,200
Queenstown to Whittlesea	22½	55,000

The George to Oudtshoorn line will become connected with the Mossel Bay line and thus bring together the richest agricultural districts in the Colony, especially those noted for ostrich feathers and lucerne, opening up great opportunities for the increased growth of fruit, tobacco, cereals and dairy farming.

The lines to Graaf Water and Hoetjes Bay will serve the Piquetberg and Clanwilliam districts which are rich in cereals, fruit and vines.

The line from Barkly Bridge *via* Alexandria to the Kowie line will enable the district to develop trade and products that have been greatly retarded through the absence of railway facilities.

The branch line from Ceres Road Station to Ceres will, we believe, tap natural resources proportionately richer than any other.

The pastoral line, Cathcart to Chilton, runs west from the border line below Queenstown and opens up a rich sheep and cattle country, with great agricultural possibilities.

C.G.R. Motor Car.

Schoombie is a point on the Rosmead-Stormberg Junction, and runs south into the district of Cradock.

The line from Belmont to Douglas, on the Orange River, opens up the district of Herbert for the Kimberley market.

The value of the total annual productive out-put of the country to be traversed is in round figures £6,500,000, and the total cost of the projected new railways is £2,180,617.

The effect of the new lines in general on the trade of the Colony will be very advantageous for, while the present prosperity of the farmers, as far as it goes, is greatly due to the existing railways, the extensions will increase that prosperity by adding new industrial and productive provinces of great natural richness.

Kimberley to **Bloemfontein**. The Government is empowered to arrange for the construction and equipment by the Central South African Railways of a railway from Bloemfontein to Kimberley, in accordance with an agreement between the Cape Government and the Inter-Colonial Council of the Transvaal and Orange River Colonies in June 1906.

The foregoing particulars speak for themselves, and, if it be true that the prosperity of a country is gauged by its railway works, then Cape Colony is singularly fortunate.

At Head-Quarters.

The cost of the passenger staff at the Cape Town Terminus, exclusive of train men, is about £47,000 per annum.

The cost of the goods staff is about £27,000 per annum.

Every day from Monday to Friday over 140 passenger trains leave Cape Town and the same number arrive.

Every Saturday about 150 trains go out and the same number come in.

These trains go to and arrive from all parts of the Colony.

On a public holiday some 300 trains are dealt with at Cape Town during the day.

The booking office is modelled upon that in the large booking hall at Waverley Station, Edinburgh, N.B.R., and they are nearly alike.

A large sum is spent annually on cleaning and disinfecting carriages, and it may be said this is more often and thoroughly done than on most English lines, every compartment being dusted and swept after each trip—not excluding Suburban trains.

Minimising Danger.

Block telegraph instruments have been installed on all the important sections of double line for the purpose of controlling the traffic. This system ensures that two trains shall not be in the same block, *i.e.*, on a section of line between two signalling cabins, at the same time. A train cannot therefore dash into the rear of a preceding train.

All stations are in communication with one another by either telegraph, telephone or phonopore, thus providing a perfect system of inter-communication. Phonopore telephone instruments are very extensively used as a means of communication between Stations; the peculiar construction of the instrument

Signal Box, Cape Town.

allowing of telephonic and telegraphic communication being carried on over the same wire at the same time.

Among the other electrical signalling appliances used to further the safety of the travelling public may be mentioned signal reversers, which are attached to the signal posts and automatically place the signal at "danger" as the train passes, thus providing against any possible error or forgetfulness on the part of the signalman.

Bells at road crossings warn the public on the approach of a train. These are operated either manually from the Signal Boxes or mechanically by the train approaching the crossing.

Meeting Emergencies.

Breakdown vans are kept at the principal locomotive depots, and as soon as possible after news is received of a breakdown, a train with the Locomotive Foreman and a staff of men, proceeds to the scene of the accident.

At central stations or termini, special arrangements are made; for instance, at Cape Town Station there is a breakdown train kept loaded up with all kinds of plant and material likely to be needed, and the engine is always kept under steam.

The work of clearing the line takes precedence over all other business.

Facile Engineering.

From the illustrations here and there in the pages of this book, bridge construction would seem to have been fraught with great difficulty and hazard. The same remark applies to tunnels which are not numerous however. The longest tunnel, 312 yards long, is on the Caledon line. At one period in Railway history, the making of a bridge in mountainous country was understood to be fraught with peril; the exercise of the greatest engineering skill was necessary at every stage of the work. Familiarity breeds contempt, however, and so the arduous and heroic doings of the men who pierce mountain sides and bridge mighty rivers have become commonplace.

The attached photograph and plan explain an interesting example of the engineers' ingenuity in negotiating a steep mountain pass. This was on the line to Butterworth, described in the Eighth Tour, the descent starting from Komgha and extending to the great Kei River, where the ascent to Butterworth begins.

From Komgha to the Kei River the distance is but seven miles as the crow flies, and the fall some 1,666 feet. To traverse this drop through the mountainous country some 17½ miles of railway had to be constructed. Reference to the photograph and plan shows how a short spiral railway was introduced which had to double round under itself through a tunnel at the point marked ::

To overcome the rise and fall at the steepest point, 14 miles of railway had to be built, whereas in a straight line the distance only measures 2¾ miles.

From the scenic point of view also this little journey is very attractive.

Water.

The regular supply of water for engines on long journeys is always a matter of serious concern in any country. The water supplies for our Railways are largely drawn by pumping from rivers and underground sources for which boring has to be done with diamond and other types of drills. Sometimes a good supply of water has been struck quite near the surface, and at others boring has been continued to depths of 1,000 feet and more, before a good supply was struck. Distilling and other processes are sometimes resorted to for softening the water, in which condition it is more suitable for the boilers.

The average number of men per mile occupied in maintaining the railroad throughout the Colony is one for main line, and four-fifths for branch lines. The ganger's length varies, according to the class of country, from five to ten miles, and the number of men under him varies accordingly. Over the gangers there is an inspector every 50 or 60 miles, and the direct onus of responsibility falls upon him. A ganger or sub-ganger walks the length for inspection purposes every day.

Posts and Telegraphs.

In addition to the primary duty of the collection and delivery of mail matter, including parcels, the Post Office undertakes money order, postal note, and British postal order, postal draft, savings bank, and savings bank certificate business. It also sells revenue stamps and issues licences on behalf of the Treasury, and collects Customs dues on letter packets and parcels received from countries outside the South African Customs Union.

An extensive telegraph system is in operation, and telephone exchanges are established at the following places :—Cape Town, Claremont, Cradock, East London, Grahamstown, Kalk Bay, Kimberley, King William's Town, Mossel Bay, Port Elizabeth, Queenstown, Rondebosch, Sea Point, Simonstown, and Wynberg.

MAIL SERVICES.

The inland mail service is performed by train, cart, horse, camel, and foot-runner.

Over the main lines of railway, Travelling Post Offices are utilised, one section extending from Cape Town to De Aar, a second from Port Elizabeth to De Aar, and a third from East London to Rosmead Junction.

The oversea services in operation are as follows :—A subsidised service between the United Kingdom and Table Bay once a week in each direction, performed by the Union-Castle Company under contract with the Government of this Colony for ten years from the 1st October, 1900. The amount of the subsidy, which is shared by the other South African Colonies and the United Kingdom, is £135,000 per annum, the contract length of voyage 16 days 20 hours, for the first three years, and 16 days 15 hours for the remaining seven years.

Mails are also forwarded to St. Helena and Ascension, the various ports on the East and West Coasts of Africa, Mauritius, Madagascar, India, the Australian Colonies and New Zealand, at more or less regular intervals.

MONEY ORDERS.

The minimum value for which a money order may be issued is 1d. and the maximum £40 A direct exchange of money orders is now in operation with the following countries : —United Kingdom, Austria, Hungary, Norway, Germany, United States, Canada, St. Helena, Natal, Southern Rhodesia, Orange River Colony, Transvaal, Western Australia, New South Wales, South Australia, Victoria, Queensland, Tasmania, New Zealand, Mauritius, India, British Central Africa Zanzibar, German East Africa, German South West Africa, and Mozambique. Money orders may further be forwarded to almost every portion of the civilised world through the intermediary of one or other of the foregoing countries.

Sums of money may also be remitted from one place to another within South Africa by means of telegraphic money orders.

Money orders drawn on the United Kingdom and other over-sea countries may be advised to Cape Town by telegraph up to the time of the closing in Cape Town of the mail for the country of payment. This is a facility of considerable value to residents at distant inland places.

POSTAL NOTE BUSINESS.

The minimum value of a postal note is 1s., and the maximum value £1.

British postal orders are also issued and paid in the Colony, and may be used for remittances to the United Kingdom and a number of British Colonies beyond the limits of South Africa

POSTAL DRAFTS

This system permits of tradesmen and the public generally drawing upon their debtors in the Cape Colony, Basutoland and Natal. The Post Office Department collects, where possible, the amount due, and remits the same, when collected, to the drawer by means of the money order system. Presentation of the postal draft to the person upon whom it is drawn is of the same force and effect as a legal demand. Drafts may be drawn for any sum not exceeding £10.

POSTAGE RATES AND OTHER CHARGES.

The following are the rates of postage and other principal charges at present in force :—

Class of Mail Matter.	For Cape, Natal, Orange River Colony, Transvaal, Bechuanaland Protectorate, Rhodesia, Prov. Mozambique.	For United Kingdom and British Possessions, including New Zealand and excepting Australia.	For Australia and Foreign Countries.
Letters ..	1d. per ½ oz.	1d. per ½ oz. ..	2½d. per ½ oz.
Postcards, Single ..	½d. each	1d. each	1d. each.
,, Reply paid	1d. each	2d. each	2d. each.
Newspapers ..	½d. for each newspaper not exceeding 4 ozs.	½d. per 2 ozs. ..	½d. per 2 ozs.
Books and Commercial Papers ..	½d. per 2 ozs. .	½d. per 2 ozs., with a minimum charge of 2½d. for commercial papers.	½d. per 2 ozs., with a minimum charge of 2½d. for commercial papers.
Sample Packets ..	½d. per 2 ozs., with a minimum charge of 1d.	½d. per 2 ozs., with a minimum charge of 1d.	½d. per 2 ozs., with a minimum charge of 1d.

PARCELS.

For places within South Africa, excepting Rhodesia and the Bechuanaland Protectorate	4d. not exceeding 8 ozs., and 2d. for every additional 4 ozs.
For Bechuanaland Protectorate and Rhodesia	1/6 per lb.
For United Kingdom	9d.
For British Possessions and Foreign Countries	Various.

MONEY ORDERS.

For Amounts not exceeding	Payable in the Cape Colony.	Payable in the Transvaal, Natal, Orange River Colony, S. & N. E. Rhodesia.	Payable in the United Kingdom and Other Countries.
	Commission	Commission	Commission
£1	3d.	—	—
£2	6d.	6d.	9d.
£5	1/-	1/-	1/6
£7	1/6	1/6	2/3
£10	2/-	2/-	3/-
For every additional £2 up to £40.	3d.	3d.	6d.

POSTAL NOTES.

Amounts	1/- 1/6 2/6 5/-	7/6 and 10/-	15/- 20/-
Commission	1d.	2d.	3d.

BRITISH POSTAL ORDERS.

Amounts	1/-, 1/6, 2/-, 2/6, 3/-, 3/6, 4/-, 4/6, 5/-	7/6, 10/-, 10/6	15/- and 20/-
Commission	2d.	3d.	4d.

TELEGRAPHS.

The telegraph system is an extensive one, touching every town and village of importance throughout the whole of the Colony.

The existing inland tariff which was brought into operation on the 1st January, 1899, and is in force also in Natal, the Orange River Colony, the Transvaal, and Lourenço Marques, is as follows: For ordinary messages, 1s for 12 words and 1d. for every additional word; cypher messages are charged 50 per cent. additional; the charge for press telegrams is 1s. for the first 48 words, and one-quarter of the ordinary rate for any words in excess of 48; Sunday telegrams of all classes are charged double rates.

TELEPHONES AND PRIVATE WIRES.

The rental charges are:—

Telephone Exchange Lines.—Business connections: Day service, £9 per annum; continuous service £10 per annum. Domestic connections: Day service, £7 per annum; continuous service, £7 10s. per annum. For unlimited inter-change communication: Business connections, £5 per annum extra; domestic connections, £3 10s. per annum extra.

Private Wires.—For the first half mile, £6 12s. 6d. per annum; for each additional quarter mile, £1 per annum

Call offices are established in connection with the principal exchanges, and in Cape Town and its suburbs the local exchanges are connected by the trunk line system, a minimum fee of 3d. being charged for the use of a call office.

CABLE COMMUNICATION.

There are now three submarine cables in operation between South Africa and Europe, viz.: (1) the East Coast cable *via* Mozambique, Zanzibar and Aden; (2) a West Coast cable from Cape Town *via* Mossamedes, Benguella and St. Paul de Loanda and (3) a cable from Cape Town *via* St. Helena, Ascension, St. Vincent and Madeira. There is in addition direct cable communication between Durban Natal) and West and South Australia. In this latter connection the Eastern Cable Company, with the consent of the Cape Colony and Natal Governments, erected an overland line between Cape Town and Durban for the circulation of cable traffic between Great Britain and Australasia by the South African route.

The rates of charge for cablegrams exchanged between South Africa and Europe are regulated by the cable agreement of the 27th July, 1901. The rate was reduced on the 1st January, 1902, from 3s. 6d. to 3s. per word, and on the 1st January, 1903, from 3s. to 2s. 6d. per word.

The cable rates between South Africa and the Australasian Colonies vary from 2s. 3d. per word in the case of West Australia, to 2s. 7d. per word in the case of New Zealand.

OFFICES.

The three principal offices in the Colony are at Cape Town, Port Elizabeth and East London.

Railway Time.

At mid-day in Cape Town the true local time at the following places is:—

Beaufort West, 12.17.	East London, 12.38.	Grahamstown, 12.32½.
Vryburg, 12.25	Durban, 12.50.	King William's Town, 12.36.
Port Elizabeth, 12.29.	Kimberley, 12.25.	Pretoria, 12.41.
Graaff Reinet, 12.25.	Bloemfontein, 12.32	Delagoa Bay, 12.57.

Tickets.

Family Holiday Tickets (First and Second Classes), available for three months, are issued all the year round between all Cape Government Railway Stations for distances of 30 miles and upwards to two or more members of the same family at single journey fare plus one-third, on presentation of a certificate, copies of which may be obtained at any Railway Station.

Passengers arriving at Cape Town by steamer may obtain tickets at the Railway Dock Office (adjoining the Baggage Warehouse Waiting Room) available for any date upon which they desire to travel.

Return Tickets are available for distances :

Not exceeding 25 miles, four days, including days of issue and return and Sundays.

Exceeding 25 miles, three calendar months.

Persons purchasing ordinary return tickets for either of the Ports at Stations distant more than 100 miles therefrom, for the purpose of proceeding to Europe, Australia, India, or America, are allowed *thirteen* months in which to complete the backward journey, provided that, prior to returning by rail, they present a certificate from the Steamship Company to the effect that they have actually travelled to and from Europe, Australia, India, or America.

Persons visiting South Africa from Europe, Australia, India, or America, and purchasing ordinary return tickets at any of the Ports for Stations distant more than 100 miles therefrom, are allowed *thirteen* months to complete the backward journey, provided that, at the time of booking, they produce to the Booking Clerk a certificate from the Steamship Company to the effect that they have travelled from Europe, Australia, India, or America, and hold return tickets thereto.

Seats and Sleeping Berths may be reserved in the through train between Cape Town and Kimberley, Bulawayo, Port Elizabeth, East London, Bloemfontein, Johannesburg and Pretoria.

Compartments may be reserved in the through train for the exclusive use of four First Class or six Second Class Passengers, or by payment of the equivalent fares.

For Invalids.—Special arrangements can be made on production of medical certificate as to the necessity for the same, for one side of a compartment being reserved by payment of one fare and a-half, First or Second Class.

All applications for reserved accommodation should be made directly and only to the Station Masters at Terminal Stations, two hours at least, before the time of the departure of the train—and at Intermediate Stations in sufficient time to admit of a telegram being despatched to reach the Terminal Station at least two hours before the advertised time of departure of the train therefrom.

To add to the comfort of travellers, First and Second Class Passengers between Stations on the Cape Government Railways are supplied with Bedding at a charge of 2s. 6d. per set. When travelling between Cape Government Railways and Central South African Railways, the charge is 5s. per set.

Luggage.

All luggage conveyed by Passenger trains is registered, without extra charge, provided it is delivered to the Luggage Porter or other duly authorised employee of the Department 20 minutes before the advertised time of departure of the train by which the owner intends to travel.

NOTE.—In the case of Passengers leaving Cape Town by the long journey Main Line trains, the Department does not undertake to register and convey their Luggage by the train by which they travel, unless it is brought to the Station one hour before the departure of the train.

Amount of Luggage Allowed.—Each Passenger holding a full fare ordinary ticket is allowed to have the undermentioned quantity of Luggage conveyed free of charge, in the train by which he travels viz. :—

First Class	100 lbs.
Second Class	75 ,,
Third Class	50 ,,

(Children over 3 years of age and under 12 are allowed half this quantity.)

Passengers arriving by steamer and wishing to proceed from Cape Town by rail may obtain tickets available on any date desired and book their Baggage at the Table Bay Harbour Board's Baggage Depot.

Collected, Forwarded in Advance, and Delivered.

For the convenience of intending Passengers, arrangements have been made at CAPE TOWN, PORT ELIZABETH, EAST LONDON, GRAHAMSTOWN, KIMBERLEY, BEACONSFIELD, whereby the whole or a portion of their Luggage may be COLLECTED or DELIVERED, or BOTH, from or to the addresses given, within the limits of Ordinary Delivery, and forwarded, as desired, either :—(A) *IN ADVANCE or* (B) *BY SAME TRAIN AS THE PASSENGERS* on previous purchase and presentation of their railway tickets for the journey, at the undermentioned rates of charge :—Collection or Delivery not exceeding 250 lbs., 6d. per package. No single package to exceed 250 lbs.

The charges, together with the Excess Luggage freight, if any, may be paid either at Forwarding or Receiving Station, or on delivery.

N.B.—Tickets for South African Circular Tours can be obtained from Thos. Cook and Son, (Chief Office) Ludgate Circus, London, and Branches throughout England, Ireland, Scotland, America, India, Australia, Hong Kong, and from their South African Offices—Corner Strand and St. George's Streets, Cape Town, and Durban, and through their Agents at the principal ports and towns in Cape Colony.

The voyage to South Africa and the means of getting about there present few difficulties, especially when "Cook" comes to our aid. The voyage from London to Cape Town by Mail Steamer takes between 16 and 17 days. The steamers are equal to any in the world for comfort and speed. The passage is usually so smooth that it has become noted as an ideal health and pleasure trip.

There are excellent hotels at Cape Town, Port Elizabeth, East London, Kimberley, Durban, Bloemfontein, Johannesburg, Bulawayo, Victoria Falls, Salisbury and Beira, the rates varying from 12s. 6d. to £1 1s. per day.

Cape Tobacco.

There are several steamboat lines running to Cape Town to which the following particulars relate, *viz.*:—

	FARES.											
	SINGLE.						RETURN.					
	1st Class.		2nd Class.		3rd Class.		1st Class		2nd Class.		3rd Class.	
Union-Castle Line:	£ s. d		From £ s. d		£ s. d.		£ s d		From £ s. d		£ s. d.	
Mail Steamers leaving Southampton every Saturday. Passage occupies about 17 days.	39 18 0		26 5 0		15 15 0		71 17 0		47 5 0		28 7 0	
Intermediate Steamers leaving London and Southampton weekly. Passage occupies about 22 days.	31 10 0		24 3 0		10 10 0		56 14 0		43 9 0		18 18 0	
Extra Steamers leaving Southampton as required. Passage occupies about 23 days.	28 7 0		24 3 0		10 10 0		51 1 0		43 9 0		18 18 0	
Bucknall Line:												
Monthly sailings from London. Passage occupies about 23 days.	28 0 0		—		—		48 16 6		—		-	
Aberdeen Line:												
Monthly sailings from London and Plymouth. Passage occupies about 23 days.	26 5 0		—		9 9 0		47 5 0		—		- -	
Lund's Blue Anchor Line:												
Monthly sailings from London. Passage occupies about 23 days	26 5 0		—		9 9 0		47 5 0		—			
New Zealand Shipping Co.:												
Monthly sailings from London and Plymouth. Passage occupies about 23 days	31 10 0		23 2 0		10 10 0		—		—		—	
Shaw, Savill & Albion Line:												
Regular sailings from London and Plymouth. Passage occupies about 23 days.	30 0 0		22 10 0		9 9 0		—		—		—	
White Star Line:												
Monthly sailings from Liverpool. Passage occupies about 20 days.	From £15 15		to £24 3 0				Return tickets are issued at a reduction of 10 per cent. off the combined Outward and Homeward Fares.					
German East African Line:					From London *via* Antwerp.							
Monthly sailings from Dover. Passage occupies about 23 days.	33 15 0		25 0 0		10 10 0		Do.		do.		do.	

For sailing dates apply to Messrs. Thos. Cook & Son and at the offices of the above Shipping Lines.

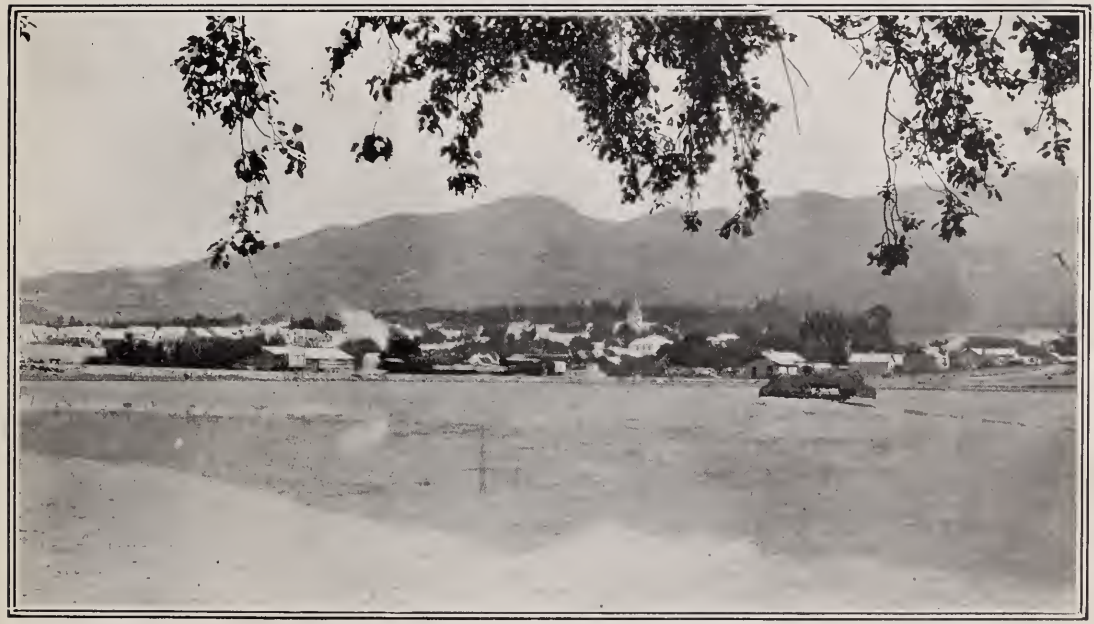
South African Circular Tours at Reduced Rates by Land and Sea.

The Cape Government Railways, in conjunction with the Natal Government Railways, Central South African Railways, New Cape Central Railways and the Rhodesia, Beira and Mashonaland Railways, have arranged with Messrs. Thos. Cook and Sons to put in operation a series of special combined land and sea Excursions to places of interest, such as the beautiful district of Oudtshoorn, including the Cango Caves, Knysna, etc., etc., special arrangements being made for the Victoria Falls. Tickets available for three months are issued at A REDUCTION OF TWENTY PER CENT.

Any of the places mentioned in this book may be visited under the guidance of Messrs. Cook and Son, who will also be happy to quote prices for any route passengers may wish to take, starting from *any* station in South Africa. Itineraries prepared with or without hotel accommodation.

Thos. Cook and Son will furnish intending passengers with all information, including train service, departure dates of steamers, and hotels.

"The wonderful north-bound train."



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North-bound train leaving Port Elizabeth.

Extracts from some Reviews of MR. BURTON'S *former Work,—*

"Cape Colony for the Settler,"

FEBRUARY—MARCH, 1903.

Cape Times.—The necessity for a handbook has been proved to demonstration of late; a publication of this nature will do more useful work than a staff of enquiry clerks in London, and will enable people in all countries to obtain at first hand reliable information concerning the Colony, its resources and possibilities. The compiler is Mr A. R. E. Burton.

Mr. Burton, it will be remembered, *came to South Africa shortly after the beginning of the war as a representative of the Queensland Government*, in which capacity he rendered splendid service to his employers. During the time he held that position he travelled the length and breadth of this Colony over and over again and acquired a mass of information.

Transvaal Critic.—The author is evidently an expert in his branch of science, and his work as editor of the *Cape Agricultural Journal*, and later of the *Transvaal Agricultural Journal*, has gained for him an enviable reputation, which will be further enhanced by the publication of "Cape Colony for the Settler"

Britannia.—It is wonderfully comprehensive and singularly informative.

Financial Times.—No one intending to make that part of South Africa his home should omit to become fully acquainted with the store of information it contains. The author is Mr. A. R. E. Burton, late editor of the Cape Government *Agricultural Journal*, who is entitled to much praise for the readable manner in which he has written the book, and the intelligent way in which he has arranged his matter.

Financial News.—The chief merit of his work is the sound common sense and practical value underlying every word he writes. His information on all the points he touches on is exhaustive and complete. To anyone who may be considering emigration to South Africa we say, without hesitation, get this book and peruse it carefully.

Spectator.—The reader may rely on the facts.

Daily Chronicle.—The work is not only a careful compilation, but it is more honestly conceived than such invitations to settlers are sometimes apt to be. It should prove of high value to any English artisans or agriculturists who have thoughts of making a home for themselves in South Africa.

African World.—Nothing of importance to the intending settler has been omitted, and although a great detail of the material handled is necessarily of the dry-as-dust order, yet it must be admitted that Mr. Burton has succeeded in making his book thoroughly interesting.

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Liverpool Courier.—A most exhaustive survey of the conditions of life and work in every part of Cape Colony. For intending settlers no better book could have been designed. If it omits any information at all, the omission must be singularly trivial. Several excellent maps and illustrations add to the utility of the volume, which bears upon every page the stamp of reliability and completeness.

CAPE GOVERNMENT RAILWAYS MAP

Showing Routes of Railways in South Africa.

Scale 10 0 20 40 60 80 100 20 40 60 80 200 20 40 60 80 300 MILES

REFERENCE

Cape Government Railways & Lines administered by the Cape Government. ——

Other Railways ——

Do. under construction authorised or proposed. - - - -

January 1907.

Broken Hill
Kafue R.
Kafue River
MONZE
Kalomo
Zambesi
VICTORIA FALLS
Ayrshire
SALISBURY
RHODESIA
Wankie
Shangani
UMTALI
MATABELELAND
GWELO
SELUKWE
MASHONALAND
BEIRA
Sabi R.
BULAWAYO
WESTACRE JCT.
HEANY JN
OMATOPOS
West Nicholson
Great Makari Kari
Francistown
BECHUANALAND PROTECTORATE
Lundi R.
Limpopo R.
Limpopo River
Palapye Rd
Shoshong R.
Mochudi
PIETERSBURG
Olifants R.
Gaberones
Crocodile Pools
TRANSVAAL
Pienaars R.
Pahkop.
Lobatsi
ZEERUST
Rustenburg
PRETORIA
Roberts Heights
Wonderboom
Cullinan
Balmoral
Witbank
MIDDELBURG
Belfast
Machadodorp
Nooitgedacht
Alkmaar
Hazyview
Sabie
BARBERTON
Malulla
LOURENCO MARQUES
Xengane R.
MAFEKING
BUURMANS DRIFT
Madibi Sid.
Gold Fields
JOHANNESBURG
CENTRAL
Dynamite Factory
KRUGERSDORP
BRAKPAN
BOKSBURG
Boyton
Cane Jct.
Modder River
Union Jn.
Heidelberg
Bethal
BREYTON
ERMELO
SWAZILAND
Malopo River
GERMAN SOUTH WEST AFRICA
VEREENIGING
BALFOUR
PARYS
VOLWEHOEK
Groetvlei
Standerton
KLERKSDORP
Lanhugh Jct.
Viljoenfontein
Dover
HEILBRON
VOLKSRUST
Charlestown
Boschbelo
VRYBURG
Harts R.
Vaal R.
KROONSTAD
Newcastle
Dannhauser
OVRYHEID
Blood River
Buffalo River
Dundee
BETHLEHEM
Aberfeldy
HARRISMITH
GLENCOE JN
Sesters
SOMKELE
ST LUCIA BAY
ZULULAND
Kuruman
TAUNGS
Pokwani
FOURTEEN STREAMS
Warrenton
Windsorton Rd
Riverton Road
KIMBERLEY
Beaconsfield
SMALDEEL
OWINBURG
Brandfort
Albertina
Van Reenen
SPRINGFIELD
LADYSMITH
Colenso
Sweens
ESTCOURT
DOREYTOWN
Ametikulu
Tugela
Upington
Campbell
Griquatown
Douglas
Modder River
Honey Nest Kloof
Belmont
Orange River
Modder R.
BLOEMFONTEIN
MODDERPOORT
LADY BRAND
MASERU
Ingogo
Mooi River
Elandslaagte
Colenso
Schroeders
Estcourt Jn
Thornville
Inchanga
Pietermaritzburg
Verulam
DURBAN
South Coast Jn
Kenhart
Hopetown
ORANGE RIVER
PRIESKA
Bethany
FAURESMITH
Jagersfontein
BASUTO LAND
Drakensberg Range
RICHMOND
Bellair
Riverside
Creighton
Donnybrook
UMZINTO
ALEXANDRIA JN
LLEWELLYN
KOKSTAD
GRIQUALAND EAST
PONDOLAND
NORTH SHEPSTONE
PORT NOLLOTH
Concordia
OKIEP
Nababeep
Strydenburg
Omdraais Vlei
Krankuil
Hout Kraal
Springfontein Jn
Orange R.
Donker Poort
NORVALSPONT
BETHULIE
Bethulie
AIWAL NORTH
LADY GREY
Gairtney
BRITSTOWN
DE AAR
COLESBERG
Achtertang
Colesberg Jct.
Knapdaan
Taaibosch
Arundel
MACLEAR
Mount Frere
Barkly East
Palmerston
DeelFontein
Hanover Rd
Wolf Fontein
NAAUWPOORT JN
ALBERT JN
BURGHERS DORP
CARNARVON
Pampoen Poort
Richmond Rd
Henning
Steynsburg
STORMBERG
MOLTENO
INDWE
DORDRECHT
Ida
Engcobo
Lady Frere
UMTATA
PORT ST JOHN
VICTORIA WEST
Richmond
NORMEAD
Middelburg
STERKSTROOM
HUTCHINSON
Roode Heuvel
Biesjespoort
Three Sisters
Murraysburg
Tafelberg
Conway
Marabourg
Waverley
Barley
KOMKERS PARK
QUEENSTOWN
Imvani
Calvinia
Van Rhynsdorp
Fraserburg
CAPE COLONY
Fish River
Sandrift
Cradock
Hartmans
Dassie Drift
TARKASTAD
Whittlesea
Tylden
Maku
Chilton
Cathcart
CIDUTYWA
BUTTERWORTH
Eagle
Kongha
Thomas River
Kubusie
Lamberts Bay
Graafwater
Clanwilliam
Olifants R.
Nieuwveld Range
Nelspoort
Graaff Reinet
Aberdeen
Adelaide
Bedford
Koonap
Fort Beaufort
Alice
Keiskama
AMABELE JN
Berlin
Fort Jackson
Kamp Ridge
Buffalo River
Sutherland
Fraserburg Rd
BEAUFORT WEST
Aberdeen Rd
Oatlands
Witmoss
Thorn Grove
SOMERSET EAST
COOKHOUSE
Middledrift
KING WILLIAMS TOWN
EAST LONDON
St Helena Bay
Vredenburg
Saldanha Bay
HOPEFIELD
Moorreesburg
Hoetjes Bay
TYGERBERG
KENDEKUIL
Prince Albert Rd
Groot Berg
Prince Albert
Middleton
Sheldon
Commadagga
Salt R.
Blaauwkrans Jct.
ALICEDALE JN
Mount Stewart
Barrow
Kleinpoort
Wolvefontein
Glenconnor
Millen
Laingsburg
Groot Fontein
WILLOWMORE
Hanover Rd
Nieuwveld Range
Graham
Highlands
Springmount
Kaffir Drift
Alexandria
GRAHAMSTOWN
PORT ALFRED
Kaffir Drift
Blue Cliff
Assegai Bush
Uitenhage
Swartkops Bay
Loerie
Humansdorp
PORT ELIZABETH
UNIONDALE
Avontuur
Kruis Kloof
Langkloof
Constable
Ladismith
Cango Caves
Oudtshoorn
Matjesfontein
Touws River
Worcester
Robertson
Montagu
Barrydale
Ashton
Bonnievale
Swellendam
Riversdale
Heidelberg
Albertinia
Mossel Bay
Anysna Hbr
Port Beaufort
Bredasdorp
Cape Agulhas
Darling
Kalabas Kraal Jct.
Klipheuvel
Milnerton
Malmesbury
Hermon
Wellington
Paarl
Stellenbosch
Somerset West
Strand
Caledon
CAPE TOWN
SEA POINT
SIMONS TOWN
Cape Flats
Table Bay
Robben Island
Hout Bay
Constantia
Wynberg
Muizenberg
Kalk Bay
Fish Hoek
Glencairn
Simons Town
False Bay
Kogel Bay
Cape of Good Hope
CAPE POINT
Gordons Bay
Sir Lowrys Pass
Hermanus
Caledon
Bot River
Houwhoek
Elgin
Grabouw
Lebanon Halt
Steenbrass
Mitchell
Malabas Kraal
Malan
Huguenot
Cities
Simondium
Groot Drakenstein
Klapmuts
Kuils River
Bellville
Durbanville
Koelenhof
Stellenbosch
Blaauwklippen
Vlottenberg
Eerste Riv.
Faure
Firgrove
Somerset West
Van Rhyns Pass
Strand
Gordons Bay
Sir Lowrys Pass
Elgin
Grabouw
Lebanon Halt
Houwhoek
Bot River
Caledon
Mitchell
Malabas Kraal
Malan
Wellington
Huguenot
Cities
Simondium
Groot Drakenstein
Klapmuts
Paarl
Scale
Miles